



PROPERTY OF



EDGARTOWN, MASS.

Journal of A. W. C. voyage in the South and
North Pacific Oceans
Kept on board ship Comulgee of Tishoo
Frederick W. Mander Master

Friday November 22. 1844
at 1 PM weighed anchor in Holmesdale Harbour
and went to sea at 8 AM the Pilot left us.
Middle part light wind and fine weather from
the Eastward

Latter part light wind from the Eastward
with at 3 PM Gayhead light house bore
N. by E. 12 miles from thence I take my Departure
North Lat by Account 40-52
Long Do 70-19

Saturday November 23. 1844

first part fresh breeze from E. S. E. with rain
and a barque steering to the North at 4 PM
took in the top gal and sails employed sailing up
regarding Middle part calm
Latter part strong winds from N. N. W. put two reefs
in the topsails steered S. by E. until 9 PM and then
E. S. E. thick weather N. N. W.

Lat by account 39-5 North
Long Do Do 70-0 West

Sunday November 24. 1844

first part fresh breeze and thick weather
Middle part lighter winds set all sail
Latter part blowing on heavy took in all sail
but closed reefed Main topsail and foresail

Lat 38-0 North
Long 69-0 West

Monday November 25. 1844

first part blowing from N. W. clearing E. S. E.
at 3 PM took in the foresail and have two ship
heading S. W. Middle and latter blowing a very
heavy gale with a heavy sea ship rode too
and closed reefed Main topsail Lat 38-3 North
Long 68-41 West

Journal of a whale voyage

Tuesday November 26 1844

first part blowing a very heavy gale from the NW took in the fore boat

latter more moderate kept up S by E

Wind 34-38 North

Sea 63-53 West

Wednesday November 27 1844

first part blowing heavy S by E and S by E took in fore sail

Middle part Moderate set all sail

latter part blowing heavy steering S by South

under close reefed main top sail and fore sail

heavy sea W by N by account 36-24 NW

Wind 30 51 12 West

Thursday November 28 1844

first part blowing heavy from the Westward with

a heavy sea running under close reefed main top sail

and fore I saw a large hump

Middle part more moderate made some sail

latter Moderate set all sail employed in taking up

rigging and taking boats Wind 34-21 North

Sea 54-25 West

Friday November 29 1844

first fresh breeze from the Westward

all sail set steering S by E employed in taking boats

Wind fresh light wind from the East

latter part fresh breeze from NW steering S by E

Wind 34-21 NW

Sea 54-25 West

Saturday November 30 1844

first part strong winds from NW took in fore sail

sails Middle part blowing heavy put two reefs in

the top sails

latter part more moderate made some sail

W by N by account 37-25 NW

Sea 51-30 W

Ship Remulgee of Barbours

Sunday December 1st 1844

first part fresh breeze from the NW with
rainy weather at dark part two reefs in the
top sails and took in the jib

Latter part blowing heavy from N E ship
heading S by E
Obs Lat 36-43 N
Lon 47-52 W

Monday December 2nd 1844

first part strong wind from N E ship heading
S E under two reefs top sails

Middle part more moderate made sail accordingly

Latter fine weather from the Eastward ship
heading to the Southward all sail set saw one
ship
Obs Lat 36-28 N
Lon 46-20 W

Tuesday Dec 3rd 1844

first part fine weather from the Eastward
ship heading South with all sail set
all hands employed setting up rigging

Middle part light airs and calm

Latter part light winds and variable
ship once different working to the Eastward
Obs Lat 33-58 N
Lon 45-20 W

Wednesday December 4th 1844

first part light wind from the Eastward

Middle and latter strong breeze from the
E by S with fog and rain ship heading S by E
saw one ship heading to the Southward

Obs Lat by account 32-13 N

Lon 44-13 W

Thursday December 5th 1844

first strong breeze from the Eastward with
frequent squalls

Middle and latter parts strong breeze from
the Eastward took in the top galent sails

Obs Lat 30-30 N

Lon 42-20 W

Journal of a Whale voyage

December

Friday November 6th 1844

first part fresh breeze from the Eastward ship
by the wind heading S^o by E with all sail set
Middle and Latter part the same with pleasant
weather employed setting up rigging

Lat 25-29 North

Lon 40-25 West

Saturday December 7th 1844

first fresh breeze from N^o E steering S^o by E
Middle and Latter part the same

sent out the flying jibboom and bent the sail
bent a new mizen topgallentail

Lat 24 12 N

Lon 37-21 W

Sunday November 8th 1844

first part fresh breeze from N^o E all sail
set heading S^o by E

Middle and Latter fine weather all sail set

Lat 25-45 N

Lon 35-03 W

Monday December 9th 1844

first part light wind and pleasant weather
from N^o E all sail set heading S^o at 4 o'clock a ship
heading to the Westward

Middle part had a heavy squall with thunders
put the rig in the topsails

Latter part fresh breeze all sail set

Lat 24-25 North

Lon 33-53 W

Thursday December 10th 1844

first part fresh breeze from E^o N^o E ship S^o E
frequent rain squalls

Middle and Latter part strong breeze

ship heading S^o by E

Lat 21-53

Lon 33-12

On board ship *Amiga* of *Tisbury*

Wednesday December 11th 1844
first part fresh breeze from the Eastward
with frequent rain squalls
Latter part strong wind took the ship
ship heading S by E. Lat 19.39 North
Lon 32.00 West

Thursday December 12th 1844
first strong winds from the Eastward ship
ship heading S by E saw two ships heading to the
North latter part strong wind from the East
Lat 17.23 North
Lon 31.02 West

Friday December 13th 1844
first part strong wind from the Eastward
ship heading S by E saw one ship
Middle and latter part much the same
at 10 AM found black fish
No Me Lat by account 15.13 North
Lon 29.15 West

Saturday December 14th 1844
first part fresh breeze from the Eastward
all sail heading S by E
Middle and latter part the same
Lat 14.36 North
Lon 28.50 West

Sunday December 15th 1844
first part fresh breeze and thick cloudy weather
from the East ship S by E all sail set
Middle and latter part much the same
Lat 10.52 North
Lon 26.25 West

Monday December 16th 1844
breeze with fresh breeze and cloudy weather
S by E ship heading S by E all sail set
latter part fresh breeze employed boiling
black fish. Lat 9.48 North
Lon 25.12 West

Journal of a Whaler voyage

Tuesday December 17 1844

Commenced with fresh breeze and fine weather
from E & S ship heading S E by S
sent a New fore topgallant sail
Middle and latter much the same

Lat 6° 32 North

Lon 23° 48 West

Wednesday December 18th 1844

first part light wind and pleasant weather
from E & S ship heading S E by S all sail set
Middle and latter part frequent squalls
attended with thunder and lightning No sail
set by account

5-15-44

Lat 21° 50 off

Thursday December 19th 1844

Commenced with calm and cloudy weather
sent up the main royal yard and sail
Middle part pleasant weather

latter equally attended with thunder and lightning
No sail by account

4-35 North

Lon 21° 40 West

Friday December 20th 1844

first light winds from S & S ship heading S by W
Middle part attended with rain thunder and lightning
latter light wind from the S & S lat 35°

Lat 3° 54 North

21° 30 West

Saturday December 21st 1844

first part light wind and pleasant weather
from the S & S ship heading S by W spoke in English
barque and put letters on board
latter the same

Lat 7° 00 North

22° 24 West

Sunday December 22

first part light airs and variable ship
on different tacks latter part light airs
& ships in sight

Lat 2° 50 West

Lon 24° 44 West

On board Ship *Samuel* of *Sturbridge*

Monday December 23 1844

first part light wind and pleasant weather
from the south at 6 AM tacked ship to the
N^o Middle and latter part the same
part Samuel Prophet in irons for committing
sodomy on Simon Woodruff

W M

Tuesday December 24th 1844

Commences with fresh breeze and squally
from S W ship heading E S E

Employed setting up rigging at 12 AM

Middle part had a heavy squall from S E

latter part light wind from S and pleasant

from S E ship heading S W by S 4 sails in sight

Lat - 2:00 North

Lon - 20-52 West

Wednesday 25 December 1844

fine part calm Middle and latter part
fresh breeze from S S E with pleasant weather

all sail set at 11 heading S W 00:47 N

Lat - 0 47 North

Lon - 22 00 West

Thursday December 26 1844

first part light wind from S E

Middle and latter part light wind with
pleasant weather, saw black flock

Lat 00:22 South

Lon 24-04 West

Friday December 27 1844

strong wind from the S E all these 24 hours
with pleasant weather all sail set

saw an English ship

Lat 2:15 South

Lon 25-25 West

Journal of a Whaling voyage

37

Saturday December 28th 1844

fresh breeze and pleasant weather all these 24 hours from S.E. all sail set

U. Lat - 4. 28 South

38

Lon - 27. 10 West

Sunday December 29th 1844

first part fresh breeze from S.E. with fine weather all sail kept S by W saw a ship steering to the North

U. Lat 7. 07 South

39

28. 00 West

Monday December 30th 1844

fresh breeze from E. East with pleasant weather all sail set steering S by E saw a number of ships

U. Lat 9. 58 South

40

Lon 27. 32 West

Tuesday 31 December 31st 1844

fresh breeze from the Eastward with pleasant weather all sail set steering S by E set studding sails for the first time since we left home

U. Lat 12. 34 South

Lon 30. 54 West

41

Wednesday January 1st 1845

first fresh breeze from the Eastward with pleasant weather all sail set steering S by E Middle and latter part the same with Samuel Prophet set of irons and sent him fore the mast and put John Baker in cook

Samuel Prophet appeared to be sorry for what he had done and asked the boys pardon

U. Lat 15. 08 South

Lon 32. 00 West

Onboard Ship Penelope of Tisbury

42

Thursday January 2th 1845

fresh breeze and pleasant weather from the Eastward all sail set steering S by E

U^l Lat 17. 20 South

Lon 33. 55 West

43

Friday January 3th 1845

first part light wind and pleasant weather from N East all sail set steering S by W

Middle and latter part strong breeze

U^l Lat 20. 13 South

Lon 34. 5 W

44

Saturday January 4. 1845

first part light wind and pleasant weather Middle part fresh breeze

latter part light air from N by E steering S by W

U^l Lat 22. 14 South

Lon - 33. 19 West

45

Sunday January 5th 1845

light wind from N by East with pleasant weather all sail steering S by West

U^l Lat 23. 20 South

Lon 35. 58 West

46

Monday January 6th 1845

light wind and pleasant weather from the Eastward all sail set steering S by W

U^l Lat by account 25. 00 South

Lon 36. 55 West

47

Tuesday January 7th 1845

fresh breeze from the Eastward with pleasant weather all sail set steering S by W

U^l Lat 27. 14 South

Lon 39. 34

48

Wednesday 8. 1845

Moderate breezes and fine weather from the Eastward all sail set steering S by W

U^l Lat 28. 37 South

Lon 41. 14 West

Journal of Whale Voyaging

49

Thursday January 9th 1845

first part fresh breeze from the North all
sail set steering S^W Middle part fresh breeze
at 11 AM the wind shifted to the south in a
squall ship heading to the Westward

Lat 30.01 South

50

Friday January 10 - 1845

Lon 42.32 West

first light wind from the south ship by
the wind heading W^S 7^W sent down
the fore top glemmas and put on a pair
of cross trees at 2 PM saw a school
of sperm whales board three boats without
sweep latter part strong breeze from
S^E 3 ship S^W saw one Brig

Lat 30.50 South

51

Lon 45.10 West

Saturday January 11th 1845

first part fresh breeze from S^E East
all sail set steering S^W
Middle and latter light breeze set studdensails
sent down the main royal to mend

Lat 33.00 South

52

Lon 46.50 West

Sunday January 12. 1845

first part light wind from the N^E all sail
steering S^W employed setting up rigging
latter strong wind from the North with
rain took in the studdensails

Lat by account 34.12 South

53

Lon 48.50 West

Monday January 13 - 1845

first strong wind heavy squalls with rain
from N^E 7^W ship steering W^S 7^W

latter strong wind from the South put
two reefs in the topsails took in the jib

Lat 35.44 South

Lon 51.45 W

On Board Ship Combridge at Fishery

54

Tuesday January 14th 1845

first part blowing heavy from the South took in the main sail and close reefed the topsails ship heading to the Westward the water very green at 4 PM wore ship and sounded but got no bottom saw a ship

Middle part blowing heavy with a bad sea ship heading N^W East at 2 PM wore ship latter part Moderate from the S^W with pleasant weather set all sail and tacked to the S^E

Lat 36-03 South

55 6 P M Lon 32-15 W

Wednesday January 15th

first part calm with a heavy swell Middle part light wind from N^W steering S^W Latter strong wind from the N^W steering S^W took in the stunsails the water very green

Lat 37-59 South

56 Lon 53-22 W

Thursday January 16th 1845

first part strong wind from N^W steering S^W Middle and latter part strong wind and thick weather set stunsails

Lat 40-59 S

57 Lon 55-54 W

Friday January 17th 1845

first part light wind from the Westward Middle part calm

latter part had a heavy squall of wind attended with thunder and lightning took in all sail

Lat 41-40 South

58 Lon 56-41 West

Saturday January 18th 1845

first part fresh breeze from the North set all sail steering S^W saw humpbacks latter part squally saw finbacks

Journal of S. Whale voyage

Letters blowing a heavy gale from the
South took in all sail

at 5 Am saw two large sperm whales
too rugged to land at 6 Am set close reefed

topsails

Pl Lat 43-05 South

~~59~~ 59

Lon 56-07 West

Monday January 20-1845

first part fresh gale from NW

ship heading South with all prudent sail

at latter part more moderate out Whole

topsails and we sent down the mainstay

galentwice to mend

Pl Lat 44-26

Lon 56-23

60

Tuesday January 21-1845

first part Moderate with fine weather all sail
set heading South

middle part strong breeze took in the sails

and latter light wind set all sail

showing S W by S

Pl Lat 46-13 S

61

Lon 57-19 W

Wednesday January 22-1845

first part light wind from the Westward
all sail set showing S W by S

at 2 Pm saw 5 large sperm whales heard

4 boats the Larboard boat struck the whale

and the whale when the boat struck

and the boatmen Thomas & Leach was

never seen afterwards all was done that

could be to find him but it was in vain

Thomas & Leach was left and raised the

whale that hit him he came down and

his boat ready and was very anxious to

get the whale

Onboard Ship Vermulge of Fishery
where he boarded from the ship at sea
for a long life as any on board but he
was taken away in an instant
but how true are the scriptures ~~the~~ Death
comes in an hour that ye look not for it
it was his makers will to take him away
in the bloom of youth his age was 19 years
he has been on board of the ship 61 days and I
can truly say that he has behaved himself
well and would ^{have} filled his station like a man
I find by a letter ^{that} was in his chest that he
has a mother and sister in New York
the letter expresses the feelings of a fond
parent and sister who were anxious to
see him again he has been away from
home 4 years it was his intention to
perform this voyage and go home
how certain is death and uncertain is
life prepare to meet thy creator in the
days of thy youth

The boat went up to the whale as
hundreds have before and no accident
happened but his time had come

The waist boat struck and drew
at 8 PM took the whale along side
at 5 AM calm commenced cutting
at 12 got the body in Lat 40.30
62 Lon 57.10

Thursday February 23. 1845

first part calm got the heading and put out
a new boat at 6 PM spoke a french ship
from Bordeaux

middle part light wind from the North
set all forward sail and steamed N W by N
commenced boiling

latter part fresh breeze with rain

weather fresh and Islands bearing S. 18.2 miles

Lat 48.11 South

Lon 59.32 West

Journal of a whale voyage

63

Friday January 24th 1845-

first part fresh breeze from the N^W with thick weather

Middle part strong wind put two reefs in the topsails

latter part moderate set all sail steering S by E employed boiling

Lat 50-12 N

Lon 62-40

64

Saturday January 25th 1845-

first part light airs and calm rounded and got bottom a 80 fathom dark sand

at 6 P.M. light wind from the westward and thick at 10 P.M. finished boiling

latter part fresh breeze from the N^W ship heading S by E

Lat 51-09 N

Lon 61-40 W

65

Sunday January 26th 1845-

first part light wind from the South all sail set heading ESE put 60 barrels of sperm oil between decks at 5 P.M. saw the Falkland Islands at dark the flames bore of E distant 30 miles

Middle part blowing strong from S by E put two reefs in the topsails

latter still harder close reefed

Lat 51-46

Lon 64-18

66

Monday January 27th 1845-

first part fresh gale from the S by E ship heading S by W

Middle part moderate set all sail steering S by E

latter part light airs from the S by E one ship in sight

Lat 52-33 N

Lon 64-41 West

Aboard Ship Com. Lee off Lisbon 1845

67

Tuesday January 28

first part fresh breeze from N^W steering
N^W with all sail set

at 3 AM saw Statenland Lat. 55-02 S

at 10 AM passed Statenland Lon 63-53 W

68

Wednesday January 29th 1845

first part strong breeze from the North
all sail set steering S by W

latter part light wind and fine weather
steering S by W No. 16

Lat by account 56-30 S

Lon 65-56 W

69

Thursday January 30th 1845

first part calm since Cape Horn bearing
off by N Distance 45 miles

latter part light air and calm from all points
of the compass with fog and rain No. 16

Lat by account 57-15 South

66-30 West

70

Friday January 31st 1845

first part light winds blowing about

latter part strong wind from the west steering
S by W put the ship under close reefed

topsails and reefed fore sail at 2 PM

shipped a heavy sea and lost the main O'board
and iron

Lat 58-13 South

Lon 68-40 W

71

Saturday February 1st 1845

first part more moderate made some sail

at 6 PM backed to the North wind from

N^W by W Had the part strong wind from N^W backed

and steered W by S under single reefed topsails

latter part with two reefs in the topsails and

putted the main sail following heavy with a large
sea at 10 AM cut the main sail

Lat 59-15

Lon 70-11

Journal of the *Whale voyage*

72

Sunday February 2. 1845

first part blowing heavy from WNW ship heading SW at 6 PM close reefed the mainsail and parted Mainsail and reefed the foresail shipped a sea and broke the mast, extended sail boom

Pl. Lat. - 54. 43 South

73

Lon. 40. 00 West

Monday February 3rd 1845

Commences with a heavy gale and clear weather from WNW ship heading the North under close reefed Mainsail at 3 PM cut close reefed topsails foresail and mainsail

Midnight part strong breeze from the North ship heading to the westward rain

Lat by account 54. 20 S

71. 40 W

74

Tuesday February 4th 1845

first part light wind from the West all sail set heading N. W. W

latter part heavy gale and squally from SW steering N. W. split the jib at 6 AM while reefed topsails at 11 AM. close reefed mainsail

Lat by account 54. 04 South

75

Lon 72. 00 W

Wednesday February 5th

blowing a heavy gale from the West ship heading N. under close reefed main. topsails and foresail rent the jib and lost a new one

Pl. Lat. 56. 26

70. 42

On board the Ship George of Dartmouth

76

Thursday February 6th 1845

strong wind from the westward which under
close reefed topsails and courses heading
S W latter part blowing heavy towards
the main. I saw a ship steering East

Lat by account 57-30 S

77

Friday February 7th 1845

first part blowing a gale from W N W
with fog and rain

latter part blow heavy from the west
at 5 AM wore ship to the N W at 10 AM
have too under close reefed maintop sail

saw one ship

Obs Lat 57-41 South

78

77

Lon 24-22 West

Saturday February 8th

first part blowing a heavy gale from West
at 1 PM more moderate yet the fore and
mizen topsails

Middle part blowing heavy towards the fore
and mizen topsail

latter part blowing strong from N N W set
the fore and mizen topsails and main sail

thick fog and rain with a heavy sea

Lat by account 58-35 South

79

Lon 21-40 West

Sunday February 9th 1845

first part blowing heavy from N N W ship
heading S W by S at 5 PM light wind

from S W with clear weather and a heavy
sea wore ship and set whole topsails ship
heading W N W

Middle and latter part saw one ship in sight

Obs Lat 58-32 South

Lon 21-56 West

82

Monday February 10 - 1845

first part fresh breeze from the North ship
heaving N. by W. with thick fog with
a heavy swell

Middle part blowing on from the N ship
heaving S by W at daylight blowing heavy
which under close reefed main & sail and foresail
latter part a very heavy gale with a bad
sea & the foresail

Lat 59. 02 North

Lon 93. 44 West

Tuesday February 11 - 1845

first part blowing a heavy gale from the
westward which heaving S by W under
close reefed main & sail

Middle part blowing heavy wore ship to the N
latter part more moderate with close reefed
topsails and courses. Lat 58. 29 N

Lon 92. 28 West

Wednesday February 12 - 1845

first blowing strong from S by W ship heaving
S by W and two reefed topsails

Middle part set whole topsails and main
& fore sail heaving S by W

latter part light wind S by W all sail
heaving N. by W Lat 57. 02 N

Lon 93. 00

Thursday February 13 - 1845

first part light wind from the South
which heaving West

Middle part calm

latter light wind from S by W all sail set
heaving S by W

Lat 56. 25 North

93. 22 W

Friday August 28th 1846

first part fresh breeze from N^W ship sailing S^W
set fore topmast studding sail

M^{iddle} and latter part fresh breeze with pleasant
weather from N^W ship sailing S^W and main of
steering sails hoisted for the Sandwich Islands
with 2000 hundred barrels oil and 200 sperm
the profits are all behind if I cannot get them
some where else send the fore top galley mast
and fly jib boom and their sails

Lat 46-36 16

Lon by Chronometer 146-06 1/2

I find by 5 Lunar distances that the Chronometer is
38 miles to the Eastward of the ship

Lon by Lunar is 147 19 ³⁵ mean of 4 observations
the distance 80) Long 146-44

Saturday August 29th 1846

first part fresh breeze from N^W with pleasant
weather all sail set steering S^W & E. Course from
the upper part of the coast to the Sandwich Islands I think
that I will go into the Islands and get whatever
I think is ~~necessary~~ to I need to continue the
voyage till July next and I am inclined to
get some oil in that time for I think
that it will be no advantage to the owners
to stay out any longer

M^{iddle} and latter pleasant weather Lat 44 37.11
Lon 146 34 11

Sunday August 30th 1846

first part light wind from the North with
pleasant weather all sail set steering S^W & E
M^{iddle} part the same steering South
Latter fresh breeze from N^W by E. shore of I
shifted over the steering sails I think every thing
would be quite agreeable if there was a little
more human nature stirred Lat 42-40 1/2
Lon 146-00 11 1/2

Monday August 31st 1846

first part fresh breeze from N.E. all sail
set steering S by E

Middle and latter part fresh breeze with
pleasant weather employ about various work
so ends the last day of August Lat 39-50.10
Lon by account 146-10

Tuesday August September 1 1846

first part strong wind from N.E. all sail
set steering south emp^y fitting up the ship
after a "W" season the ropes are in good
shape to put water in if we cannot a sperm
whale Middle and latter part much the
same

Lat 36-53

Lon 148-13

W

Wednesday September 2nd 1846

first part strong wind from N.E.
Middle and latter part strong wind from
the North all sail set steering S by E

Lat 33-55.00

Lon 148-15.00

Thursday September 3rd 1846

strong wind from the North with frequent
squalls all set steering S by E

Middle and latter part much the same
employ fitting ship

Lat 31-12

Lon 148-36

Friday September 4th 1846

first part fresh breeze from N.E. all sail
set steering S by E rose new wheel ropes
Middle part calm at Am light breeze from
W by N with pleasant weather

Lat 29-47

Lon 148-24

148-24

Saturday September 5th 1846

first light winds from S^W ship heading
S^W Middle part and latter part wind
from the south into squally gusts
in the topsails ship on different tacks
as the wind shifted in squalls Oh Lat 28:40
Lon 147:30 W

Sunday September 6th 1846

first part light winds and variable
all sail set ship on the tacks that will
will make the most southern
Middle and latter part light winds and squally
from S^W ship heading S^W by S
Oh Lat 28:10 N
Lon 148:51 W

Monday September 7th 1846

first light wind from S^E with frequent
rain squalls Middle and latter part
wind from S^E with rain squalls
No Oh Lat by account 27:10
Lon 150:30 West

Tuesday September 8th 1846

first part light wind from E^SE
with cloudy weather and frequent rain
squalls all sail set heading S^W by W
Middle and latter part fresh breeze from
the Eastward all sail set steering South
Oh Lat 25:37 N
Lon

Wednesday September 9th 1846

fresh breeze all this day from the East
with fine weather all sail set
steering South Oh Lat 23:33 N
by Chronom Lon 151:14 W
and 140 miles distant

Thursday September 10th 1846

first part fresh breeze from the Eastward
steering S by W

Middle and latter part the same saw a
ship to the windward

Friday September 11th 1846

first part strong breeze from the Eastward
at 1 PM spoke the Menkah of N^o Bedford 1500
steered of W by S Middle part fresh breeze
at 10 AM spoke the Menkah and hope of
Providence with 1500 hundred this season and had
a gam all day steering West

Saturday September 12th 1846

first part strong breeze from the Eastward
at 1 PM saw the land at 4 PM luffed too
and put two reefs in the topsails and bent chains
at 6 AM kept off Honolulu strong waves and
squally carried away the mizens topmasts yard

Sunday September 13th 1846

first strong wind from the Eastward steering
for Honolulu at 4 PM came to anchor in 20 fathoms
of water struck drift and came very near of
running drifting foul of the Cleopatra got all
ready for slipping and set the watch for the night
went ashore and sent the Doctor ~~master~~
aboard to see Mr Lenders

Monday September 14th 1846

first part strong trades at daylight the Pilot came off and hove in 50 fathoms of chain the wind bore on faster with chain and the Pilot went on shore got a mizen topsail yard and sent it up and scraped the waist

Tuesday September 15th 1846

strong trades took Mr Landers to the hospital at daylight the Pilot came off and got under way and went into the inner harbour all hands employed mooring ship and other work

Wednesday September 16th 1846

fine weather wet the hole washed off and took off a raft of water and painted some one watch on shore

Thursday September 17

employed painting and getting of wood one watch on shore

Friday Sep 18th 1846

one watch on shore

Saturday September 19th 1846

fine weather wet boat one watch on shore

Chronometers
When I left Honolulu there was 8 seconds difference
in them from September 29th 1846.

Tuesday September 29th 1846

latter part fresh breeze and fine weather
unmoored the ship at 9 AM the pilot came
off and got under way after being 14 days
in port — Lon by old Chronometer $158^{\circ}10'$ W
Lon by New Chron: $158^{\circ}12'$

Wednesday September 30th 1846

first part light breeze from N^E all sail
set steering for Astoi. middle part light breeze
latter part fresh breeze wet hole ~~$75^{\circ}8'$ W~~

Thursday September October 1st 1846

first part fresh breeze at 4 PM went on shore
with two boats and sent of two boat loads of
wood Middle and latter part strong winds from
N^E ship laying of and employed getting of recruits
Lon by the old Chronometer No 1432 Lon $159^{\circ}35\frac{1}{4}'$ W
They are both the New one No 657. Lon $159^{\circ}35\frac{1}{4}'$ W
While by the Island Astoi

Friday October 2nd 1846

strong winds all these 24 hours finished getting
recruits at 10 PM put away for New Zealand
Lon by Old Chron $159^{\circ}34\frac{3}{4}'$ W
Lon by New Chron $159^{\circ}31\frac{1}{4}'$ W

Saturday October 3rd 1846

first part strong wind from N^E steering N^E
Middle and latter the same wet hole
Ob Lat $19^{\circ}49'$ N
Lon by Old Chronometer $159^{\circ}06'$
by New do $159^{\circ}10'$

Reflections
Reflections on the close of the year 1845

~~Annotations~~

Momentous thought another year
Has winged its rapid flight
It part with all its sights and scenes
Forever from our sight
It is gone with all its hopes and fears
Its joys and ~~tears~~ sorrows smiles and tears

Vain mortals insects of an hour
How fleeting is your life
How hard you toil for wealth and power
All eager for the strife
Why would ye grasp an empty name
At tyrants tyrants or a miers fair

My youth's companions where are ye
~~Long those fondly loved~~ And thou the fondly loved
The world's a dreary waste to me
since from your midst I roved
True ye run out life's latest ends
Are gone like me to foreign lands

Alas for many saddened heart
Will mourn the year that's gone
To whom the world can more impart
The joys forever flown
Nor bring them back the loved the lost
The parents beautiful the parents' breast

Blest is the man whose mental eye
Looks far beyond the world
He sees the glories of the sky
Harmoniously united
Bright vision of eternal youth
Eternal as the god of truth

Stonington Nov 31 December 31 Sandwich Islands

Sunday October 4th 1846

first part light wind from the Eastward steering
SSE Middle part fresh breeze latter light
and baffling with frequent squalls of rain

Obs Lat. 18° 29' N

Lon by Old Chronometer 159° 08'

New one 159° 07'

Monday October 5th 1846

first fresh breeze from the Eastward all
prudent sail set steering S by E
Middle and latter much the same

Obs Lat 16° 41' North

Lon by Old Chronometer 159° 08 1/2

Lon by New do 159° 10 1/2

Tuesday October 6th 1846

first fresh breeze from the Eastward all
sail set steering SSE Middle and latter
parts light wind pleasant weather

Obs Lat 14° 40' N

Lon by Old Chronometer 158° 40 1/2

Lon by New do 158° 37 3/4

Wednesday October 7th 1846

first part light wind from the Eastward
with pleasant weather Middle and latter
the same steering SSE went down the main
topsail yard to make over and repair the
Main topsail

Obs Lat 12° 34' North

Lon by Old Chronometer 158° 44 1/2 W

Lon by New Chronometer 158° 44 1/2

Thursday October 8th 1846

fresh breeze from the Eastward with pleas-
ant weather Middle and latter part strong breeze
with frequent rain squalls drove a sail down to
the south

Lat by account 10° 15' N

Lon by account 158° 30'

Friday October 9th 1846

first part fresh breeze and squally from the westward Middle part strong breeze with heavy rain ship heaving. By 2 no ship in sight latter light winds and calm with rain

Lat by account 5:30 N
Lon by account 158:25 West

Saturday October 10th 1846

first part light winds and calm with a heavy swell and a steady rain Middle and latter part calm with with heavy rain sent up the main topsail

~~sent up the main topsail at 9 PM light winds from the north~~

~~the main topsail at 9 PM light winds from the north~~

Lat by 5:42 North

Lon by 158:46 1/4

first part calm with rain at 9 PM

sent up the main topsail again middle part

squally with heavy rain latter with wind from the north sent up the main topsail at morning

calm Lat 5:42 North

Lon by Chronometer 158:30 1/4

Sunday October 11th 1846

first part light airs and calm with rain from all points of the compass Middle and

latter the same all sail sent up the main topsail

Lat 5:43 North

Lon by Chronometer 157:49 1/2

Lon by Chronometer 157:52 1/4

Monday October 12th 1846

first part light airs from the north sent

studdensails steering SSE Middle and latter

part calm Lat 8:00 North

Lon by Chronometer 157:33 West

Lon by Chronometer 157:37

Wednesday October 14th 1846

First part light winds and calm Middle and
latter part the same

Lat 7-36 N
Lon by Old Chron 157-39 1/4

Lon by New 157-42 1/2

Thursday October 15th 1846

first light airs Mid N and part
strong breeze from S E to East and equally
latter the temperature said Lat 6-34 N

Lon by Old Chron 157-47 1/4

Lon by New Chron 157-51 3/4

Friday October 16th 1846

first part fresh breeze S E ship heading S W
said S E part lay too for the night

latter fresh breeze ship heading to the south

Lat 5-58 N

Lon by Old 158-07 1/4

Lon by New 158-10 1/4

Saturday October 17th 1846

first part fresh breeze from S E ship

S W Middle and latter part the same

Lat 4-10 North

Lon by Old Chron 159-04 1/2

Lon by New Chron 159-05

Sunday October 18th 1846

first part fresh breeze from S E ship
heading S W at 4 PM Fanning's Island in sight
at dark the south point bore W by S
distant 5-6 miles latter part moderate wind
with fine weather

Lat 2-55 North

Lon by Old Chron 159-47 1/2

Lon by New Chron 159-55 W

Monday October 19th 1846

first part fresh breeze from S.E. with fine weather all sail set heading S.W. by W. Middle and latter part the same

At Lat 1-08 1-10 North
Lon by Old Chron 161-29 1/4 W
Lon by New Chron 161-35 1/2 W

Tuesday October 20th 1846

first part fresh breeze from the Eastward ship heading S.W. by E Middle part took in the top sails for the night latter strong breeze and fine weather all sail set steering S.W. by E sent down the Mizen topmast to fit new rigging the old is very poor

At Lat 00-55 South
Lon by Old Chron 162-16
Lon by New Chron 162-09

Wednesday October 21st 1846

first part fresh breeze from East all sail set steering S.W. by E with fine weather Middle and latter part the same employed mending sails

At Lat 3-20 South
Lon by Old Chron 162-12 1/4
Lon by New Chron 162-21

Thursday October 22nd 1846

fresh breeze and pleasant weather all these 24 hours from E.S.E. employed mending sails

At Lat 5-48 South
Lon by Old Chron 162-52 1/4
Lon by New Chron 162-57 1/2

Friday October 23rd 1846
fresh breeze from ~~SE~~ E & S E all the 24 hours
with fine weather all sail set by the
wind ship heading S by W N° Lat $7^{\circ} 40' \text{S}$
Long by Old Chron 163-53 $\frac{1}{4}$
Long by New Chron 164-00

Saturday October 24th 1846
first fresh breeze from the Eastward
steering S by E unbent the fore sail
and repaired it Middle and latter parts
the same

Sunday October 25th 1846
first part light wind from the East
steering SE employed mending sails
Middle and latter part squally with
rain steering South N° Lat $11^{\circ} 30' \text{South}$

Monday October 26th 1846
first part light breeze from the North
and squally at 9 PM took in sail and hauled
to on account of land at daylight made
sail Middle and latter squally with
rain thunder and lightning

Tuesday October 27th 1846
first part fresh breeze from E by S ship
by the wind heading South Middle and
latter part Moderate

Wednesday October 28 1846
first calm middle and latter
moderate breeze from ESE
employed drying bone &c Sat: 14:11 AM

Wednesday 11th 1846

first part light breeze from the North
steering South employed coopersing ail between
Decks Middle and latter light wind from
the North with pleasant weather

U. Lat. 33-50 South

Lon by M Chron 172-02

Lon by New Chron 172-15

Thursday November 12th 1846

first part light wind from the North
with pleasant weather steering S by E
bent the M foretop sail
Middle and latter part light airs and calm
pleasant weather saw several birds green water
employed mending sails U. Lat 34-46 South

Lon by M Chron 171-45

Lon by New Chron 172-04 West

Friday November 13th 1846

first part light wind from S. S. E with
pleasant weather ship heading South by the Wind
the Cook employed killing hog he got a good
one there was whales here once but not
now

Middle and latter part light wind from
the Eastward with fine weather ship heading S. S. E
employed mending the foretop sail U. Lat 36-10

Lon by M Chron 171-54

Lon by New Chron 172-10 West

Saturday November 14th 1846

first part light wind from the East ship
heading S. S. E fine weather fresh hog for dinner
Middle part light wind from the North West
took one black fish steering S. E latter
fresh breeze U. Lat 37-48

Lon by M Chron 170-16

Lon by New Chron 170-31

10th day of April 1847

Dist

Sun

Moon

54:20

31:33

58:19

55:45:00

52:08

57:33

54:18:15

59:21

28:25

1:15

2:39

21

101:31:20

103:41

115:52

65:45:40

51:50

57:56

error 10

12

20

65:45:50

52:02

58:36

15:58

16:27

99617

99617

65:50:15

25:1

52:02

57:36

175:56:15

87:58:07

5:18:15

21:39:52

89:58:07

52:02

25:58:07

52:02

25:58:07

52:02

25:58:07

52:02

25:58:07

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25:58:07

The Lunar observations
 one the Chronometer were
 the same add 30 miles
 to the Lon by Lunar gives
 the true Longitude
 sun east of the moon
 9:58:58
 10:00:23

12:02
 15:28
 97:50
 15:20
 82:40
 12:02
 3:38
 016:2
 00401
 9:10599
 7:10718
 18:83325
 9:41553

53:19

2:13:19

12:13:42

10:07:23

12:00:00

13:42

12:13:42

10:07:23

12:00:00

13:42

12:13:42

10:07:23

12:00:00

13:42

Thursday November 19-1846 at 10 AM
 To Chro

8-24-22	53-19	19-27-31
8-24-46	53-24	6-02
116-49-08	106-43	19-33-33
8-24-34	53-21	1-17
2-32	53-35	19-32-16
20-22-02	38-04	90-00-00
9-20-26	70-28	70-27-44
11-01-36	116-05	103-86
165-24	81-02	0-57-4
	53-33	1-27-3
	28-29	66-116
9-34-52		48649
14-26		49324
9-20-26		

1/100
 8-19-49-53
 8-20-16-53
 16-39-59-107
 8-19-39-53
 4-41
 20-24-48
 9-22-04
 1-02-04
 116-31
 9-36-30
 14-26
 9-22-04

Friday November 20-1846 Lat
 To Chro this day succeeded in

8-14-46	51-29	19-41-21
116-29-06	102-58	19-47-12
8-14-33	51-29	1-14
2-34	51-41	19-45-59
20-11-59	39-04	90-00-00
9-11-32	70-14	70-14-01
11-00-27	116-05	109-91
165-07	80-29	02637
	57-41	9-21831
9-25-44	28-48	9-68283
14-12		11903747
9-11-32		9-51872

1/100
 8-14-46
 116-29-06
 8-14-33
 2-34
 20-11-59
 9-11-32
 11-00-27
 165-07
 9-25-44
 14-12
 9-11-32

Saturday November 21-1846
 To Chro

85-14-16	51-45	19-5
85-14-38	51-51	20-00-3
116-28-54	103-36	1-02
8-14-27	51-48	19-59-30
2-37	52-12	90-00-00
20-11-50	39-37	70-00-30
9-13-43	70-00	11332
10-58-07	61-37	02701
164-32	80-48	9-20380
9-27-40	52-48	9-68283
13-57	28-48	11-02705
9-13-43		9-51352

1/100
 85-14-16
 85-14-38
 116-28-54
 8-14-27
 2-37
 20-11-50
 9-13-43
 10-58-07
 164-32
 9-27-40
 13-57
 9-13-43

Sunday November 22-1846 at 2
 To Chrono

1-05-37	53-34	20-07-57
1-06-02	53-27	5-32
2-11-39	107-01	20-13-29
1-05-49	53-30	20-14-29
2-40	53-12	90-00-00
13-03-09	41-20	69-45-21
2-06-03	64-46	12443
10-57-06	164-48	02766
164-17	82-24	9-12142
	52-42	9-68144
	28-42	11895495
2-19-44		947747
13-44		
2-06-33		

1/100
 1-05-37
 1-06-02
 2-11-39
 1-05-49
 2-40
 13-03-09
 2-06-03
 10-57-06
 164-17
 2-19-44
 13-44
 2-06-33

Wednesday November 25 1846 Lat 43-32 South
New Chronometer

2.40-31-34-58-20:45:02	2.35:31-34-44	14004
2.40-31-34-52-4:52	2.35:31-34-38	02946
15.21-22-69:50-20:49:54	5.11-22-69:22	9.44:59
2.40-41-34-55-1:49	2.35:41-34-41	9.79:09
2.45-35-37-92:00:00	5.59-12	11.41:518
14.37-54-43-35-69:08:17	14.40-34-34-53	9.70:659
10.47-20-49-08-14604	5.51-50-43	
161-301-1447:50-02946	10.48-44-69	4-04-40
4-03-24-79:55-9.44:253	162-11-142:36	3.51:50
12:30-35:07-9.46:79	73:48	
0:50:34-38:48-9.46:02	34:52	
	38:53	

Thursday taken November 25 1846 at 4 PM blowing a gale of wind
New Chronometer

92-14-50-36-16-40-34	59-10HP	
92-15-50-35-43-40-53		
94-20-40-41-59-81-27	10 48:01	12
72-15-20-35-57-40-43	58:49	2.17:56
92-15-30-36-17-40-23	15:49	14.17:56
16:14	.13	3.44:38
16:17	49	1033:18
92-48:01	26	
36:11		
40:23		
69:22:01	92-02:56	3783
84:41:00	90-43:56	2627
24:11	1-13:20	1156
48:30:00		
84:41:00	3:37:28	
101:23	12:50	
44:18:00	3:44:38	
54:41:00		
92-45:01		
4:07:01		
84:41:00		
36:11:00		
48:30:00		

26 Day Lat 40:52 N. Lon

Friday 27 November 1846 Lat 44-26 South
New Chronometer

1-00-19-51-45-21:07:50	12-55:13-51-26	
1-00-41-51-35-21:12:21	12-55:38-51-17	
12-01:00-103:25-1:16	25-50-51-102:43	
1-00:30-51-41-21:13:37	12-53-25-51-21	
2-52-13-90:00-00	4-54-31-33	
12-57:34-51-53-68:46-3	13-00:49-44-28	14651
2-44-53-44-28	2-16:53-69-46	33053
1042-45-68-46-14651	10-13:26-1164-47	9.12236
160=44-52-3-03053	160-51-82-23	9.77973
2-27:04-51-13-11281	2-29:04-51:33	1900913
12:11-30-40-11899746	12:11-30:50	9:50456
2:1453	2-16:53	

Saturday November 28 1846 Lat 45-14
New Chronometer

8-23-48-54-16-21:18:38	8-19-14-54:31	
8-24-07-54:22-4-21	8-19-38-54:36	
116-47:55-108:38-21-22:59	116-38-52-109:07	
8-23-57-54-49-21-22:10	8-19-26-34:33	
20-21:02-54-37-10-22:50	4-55-12	
9-39-37-45-12-15204	20-24:21-54:15	
10-46-25-68-32-03097	9-41-04-41:12	
160:21-84:10-9-00:14	10-43:12-116:34	15204
54-1-69424	160:48-81:17	03097
29:37-1788431	54-15-9-29279	
9:51:28	9-52:00-24:32	1887419
11:51	11:51	9:4370
9:39:37	941:09	

Monday December 30. 1846 at 24 H 11 Lat 46.08
 Chronometer

7:45:06 - 48:31 21:39:01
 7:45:24 - 48:36 3:59
 115:50 30:97 09 21:43:00
 7 45:15 48:33 21:42:18
 3:12 12 90:00 00
 19:42:15 48:45 68:17:52
 9:04:15 68:18 158:75
 10:38:00 116:3:07 03:192
 159:30 81:33 9:16:16
 9:15:24 48:45 97:38:22
 11:09 32:48 119:09:06
 9:04:15 32:48 9:54:58

1846 Chronometer
 7:40:05 - 45:42
 7:40:31 - 48:53
 15:20:36 - 37:40
 7 40:18 48:50 158:75
 2 56 12 03:192
 19:45 14 48:02 92:159:44
 9 06 46:04 97:32:19
 68:18 116:3:24 2:54:15
 10:39:17 51:42 49:02
 759:47 3:40
 9:17:11 3:40
 11:09 3:40
 9:06:19

Tuesday 1st Observation

Tuesday 2 day of December 1846 Lat 46:41
 to Chron.

8:09:22 - 52:55 21:57:46
 8:09:45 - 52:54 22:01:24
 116:19 07:105:54 41
 8:09:33 - 52:57 22:00:42
 20:00 05 55:89 27:59:17
 9:09 40 46:40 163:52
 10:32 48 67:59 03:289
 158:10 83:54 9:02:639
 53:09 97:08:67
 9:44 30:45 189:31:47
 9:46 57:3

New Chronometer
 8:04:16 - 53:08
 8:04:35 - 53:12
 116:08:51 106:20 158
 8:04:25 - 53:10
 4:57 53:12
 20:09:22 53:22
 9:35:01 46:40
 10:34:18 67:54 163
 116:8:01 9:08:19
 84:00 270:1
 52:22 158:282
 9:55:04 30:38 19:44:41
 9:46:14

Shipping December 3=1846 Lat 47:30

12:09:40 56:53 22:06:30
 12:10:14 56:45 22:09:58
 124:19 57:113:36 22:09:19
 12:09 58:56:49 20:00:00
 3:07 57:01 67:50:41
 12:06:51 57:01 17:05:8
 1:35:07 47:32 03:338
 10:31:44 67:51 8:52:134
 157:56 86:12 9:68:505
 1:45:08 57:01 118:41:330
 10:01 29:11 9:35:664

New Chronometer 1846
 12:05:04 - 56:31
 12:05:31 - 56:24 158:04
 12:10:35 - 112:55
 4:18 56:27
 12:10:15 56:31 170:59
 1:37:51 47:32 03:330
 10:32:16 67:51 8:54:174
 1:48:00 117:20:2 9:69:05
 10:01 86:01 118:36:17
 1:37:59 56:29 9:36:510
 29:22 9:36:510

1 day of observation

Wednesday December 3 1846 Lat 47:12
 1:53:22 47:34 22:24:41
 1:53:22 47:34 22:24:41
 2:11:24 47:34 22:25:47
 1:53:42 47:34 22:26:28
 47:43 90:00:00
 117:17 61:33:32
 67:34
 116:2:44
 51:14
 17:43
 33:54

1:53:22 47:34 22:24:41
 1:53:22 47:34 22:24:41
 2:11:24 47:34 22:25:47
 1:53:42 47:34 22:26:28
 47:43 90:00:00
 117:17 61:33:32
 67:34
 116:2:44
 51:14
 17:43
 33:54

Sunday C. 16. 10 1846

Ship of Mulgee arrived round Cape Horn
Friday January 15. 1847

first part fresh gale from the Westward steering
not vent a new maintop galeat sail
Middle and Latter part the same

Lat 51.00 south
Lon by Old Chron 143.41 W
Lon by New Chron 144.13

Saturday January 16. 1846

first part fresh gale from the West steering
by the lat the maintop galeat sail

altitudes taken Lying anchor at Pernambuco.

April 18. at 10.20 am Sunday
Old Chron

12.31.25 55.46
12.31.44 55.51
125.03.09 111.37
12.31.34 55.48
8.47 56.00
12.22.47 56.00
10.05.32 80.4
2.17.15 100.44
34.19 82.23
27 56.00
34.46 26.23
34.19 82.24
34.50 Lat 56.00
31 8.04
100.44
164.48
82.24
56.00
26.24

10.42.16
2.04
15.44.20
1.29
10.42.51
90
100.43.51

new Chron

12.21.05 55.31 34.11
12.21.36 55.38 34.50
124.42.41 111.09 39
12.21.20 55.34
6.30 12
12.14.50 55.46
10.04.36 8.08
2.16.14 100.44
164.38
82.19
55.46
26.33
12.21.26 70.05.12
6.30 36
12.27.50 10.04.36
10.04.36 35.48 1/2 Chron
2.23.14 2m 34.50 blind
58.4

10.06.08
36
10.05.32

00432
00767
9.12.142
964800
1878141
7.39070

Old Chron same Day 00432

12.34.28 56.24 9.10304
12.34.45 56.29 9.64313
125.09.13 112.53 1878816
12.34.36 56.26 9.37908
8.47 56.38
12.25.49 8.04
10.08.36 100.44
2.17.13 165.26
82.43
34.18 56.38
34.50 26.05
32

the mean of 6 sights makes
the Old Chronometer 30 miles
to the S. of the ship
30 miles being what she has varied in 6 months
and 20 day from her lat.

34.19
34.18 sat
34.23
34.27 Sunday
34.14 Monday
34.17 Tuesday

10.09.12 26 Lon by Chron 34.20
10.08.36 true on 34.50
30

Ship Commander of *Stirling*
 April 1st 1846 finding several observations
 that the chronometer has gained three seconds and
 weather from the line left the Sandwich
 Islands till I returned 3 1/2 in South latitude
 she is now 23 min 42 sec fast of Greenwich time
 April 12th 1846: bound for the North West

April 13	May 13	June 14	July 14	28:52 1/2	17	30:79			
14	23:45 1/2	14	25:21	15	27:32 1/2	17	28:55 1/2	15	30:42 1/2
15	23:49	15	25:29	16	27:35 1/2	18	29:59	19	30:45 1/2
16	23:52 1/2	16	25:32 1/2	17	27:39	19	29:59 1/2	20	30:49
17	23:55 1/2	17	25:35 1/2	18	27:42 1/2	20	29:05 1/2	21	30:52 1/2
18	23:59	18	25:39	19	27:45 1/2	21	29:09	22	30:55 1/2
19	24:02 1/2	19	25:42 1/2	20	27:49	22	29:12 1/2	23	30:59
20	24:05 1/2	20	25:45 1/2	21	27:52 1/2	23	29:15 1/2	24	31:02 1/2
21	24:09	21	25:49	22	27:55 1/2	24	29:19	25	31:05 1/2
22	24:12 1/2	22	26:02 1/2	23	27:59	25	29:22 1/2	26	31:09
23	24:15 1/2	23	26:05 1/2	24	28:02 1/2	26	29:25 1/2	27	31:12 1/2
24	24:19	24	26:09	25	28:05 1/2	27	29:29	28	31:15 1/2
25	24:22 1/2	25	26:12 1/2	26	28:09	28	29:32 1/2	29	31:19
26	24:25 1/2	26	26:15 1/2	27	28:12 1/2	29	29:35 1/2	30	31:22 1/2
27	24:29	27	26:19	28	28:15 1/2	30	29:39	31	31:25 1/2
28	24:32 1/2	28	26:22 1/2	29	28:19	31	29:42 1/2	1	31:29
29	24:35 1/2	29	26:25 1/2	30	28:22	August 1	29:45 1/2	2	31:32 1/2
30	24:39	30	26:29	July 1	28:25 1/2	2	29:49	3	31:35 1/2
31	24:42 1/2	31	26:32 1/2	2	28:29	3	29:52 1/2	4	31:39
32	June 1	1	26:35 1/2	3	28:32	4	29:55 1/2	5	31:42 1/2
May 1	24:42 1/2	2	26:39	4	28:35 1/2	5	29:59	6	31:45 1/2
2	24:45 1/2	3	26:42 1/2	5	28:39	6	30:02 1/2	7	31:49
3	24:49	4	26:45 1/2	6	28:42 1/2	7	30:05 1/2	8	31:52 1/2
4	24:52 1/2	5	26:49	7	28:45 1/2	8	30:09	9	31:55 1/2
5	24:55 1/2	6	27:02 1/2	8	28:49	9	30:12 1/2	10	31:59
6	24:59	7	27:05 1/2	9	28:52 1/2	10	30:15 1/2	11	32:02 1/2
7	25:02 1/2	8	27:09	10	28:55 1/2	11	30:19	12	32:05 1/2
8	25:05 1/2	9	27:12 1/2	11	28:58 1/2	12	30:22 1/2	13	32:08 1/2
9	25:09	10	27:15 1/2	12	28:59	13	30:25 1/2	14	32:11 1/2
10	25:12 1/2	11	27:19	13	28:59 1/2	14	30:29	15	32:15 1/2
11	25:15 1/2	12	27:22 1/2	14	28:45 1/2	15	30:32 1/2	16	32:19
12	25:19	13	27:25 1/2	15	28:49	16	30:35 1/2	17	32:22 1/2

January 31 Saturday 4 PM 1847 Taken with the sextant

9-10-55-33-30 17-45-21
 9-12-00-33-20 17-40-57
 9-13-06-33-11 2-24
 17-36-01 17-11-11 17-43-21
 9-12-00=33-20 17-43-21
 5-32 17-38-33
 7-06-28 33-32 17-38-33
 3-54-43 56-24 52-21-27
 5-15-45 72-21 2-77-12
 1162-22 02094
 77-56 81-11 9-18-47
 33-32 9-36-57
 3-41-10 47-39 9-33-00
 13-33 4-66-35
 3-54-43

9-06-46-32-59
 9-08-19-32-45
 9-09-09-32-39
 17-24-14-98-23
 1-06-04-32-47
 5-33
 9-13-37-32-59
 3-19-21 56-27 28-77-12
 5-14-36 22-11 06-44
 78-37 11-1-41 7-19-09
 5-54 1-7-56
 32-2 11-34-51
 41-55 9-67-42
 357-11

the same altitudes work to see how much difference
 14 miles of Latitude will make in Chronometer

9-10-55-33-30 26-060
 9-12-00-33-20 02094
 9-13-06-33-11 9-16090
 27-36-01-100-01 9-17973
 7-12-00=33-20 9-86947
 5-32 12-19 33074
 9-06-28 33-32 9-66537
 3-51-14 56-43 3-37-46
 5-15-17 72-21 12-13
 9-06-28 81-18 3-40-32
 3-54-05 33-32 13-33
 5-12-23 47-46 3-54-05

9-06-46-32-59
 9-08-19-32-45
 9-09-09-32-39
 27-24-14-98-23
 09-08-04-32-47 26060
 5-33 12 02094
 9-13-37-32-59 9-19353
 3-18-27 56-43 9-57-130
 5-15-10 72-21 11-34-637
 78-08 1162-03 9-67318
 78-39 81-11 7-67318
 09 32-59 3-44-54
 48-02 13-33
 356-27

try it again with 60 miles of Latitude

9-10-55-33-30 26957
 9-12-00-33-20 02094
 9-13-06-33-11 9-16090
 27-36-01-100-01 9-87207
 9-12-00 33-20 11-32-212
 5-32 33-32 7-66146
 7-06-28 57-29 3-38-24
 3-24-51 72-21 13-32
 41-37 1163-22 3-24-51
 9-06-28 81-41 3-51-57
 3-51-57 39-32
 5-14-31 45-17

February 1 1846 Monday at 11 AM
 9-1-16-30-36 17-11-05 16
 9-01-39-30-39 3-24 16
 18-02-55-61-15 17-17-41 16
 9-01-27-30-37 2-43 16
 5-55-50-30-49 17-04-58
 4-19-27 57-40 72-55-02
 46-23 72-55 27177
 71-36 161-24 01960
 80-22 9-20-45 9-58-36
 30-49 9-58-36 13-51
 49-53 11-38-33 4-09-27
 9-69166

February 1 1847 at 14 miles

2-37-26 41-00
 2-37-32 41-10
 5-15-18 81-18
 2-37-37 41-17
 5-35 41-19
 14-43 14 7-56
 1-41-17 72-57 7318
 4-54-11 112-16 01775
 86-00 4355
 1-11 0 4702
 7-00 1-41 9-41-18

2-14-04 10-53 17-11-05
 2-44-39-40-57 17-07-41
 5-28-43-81-50 1-36
 2-44-21-40-55 13-09-17
 14-38-44 57-40 72-50-43
 1-47-01 12-11 27-77
 4-51-35 11-13 9-1-57
 72-51 41-12 72-51
 10 44-42 471-48
 1024 88-54
 41-52
 44-47

1-15-16
 72-54 7-47-07
 13

27315
 01975
 554-7 9-33-15
 547-4 1-51
 91566 9-41-09
 9-17-52

4 19 Dec 1844

May 1844 to Chas

1 9 20

2 9 22½

3 9 25

4 9 28½

5 9 30

6 9 32½

7 9 35½

8 9 38½

9 9 40

10 9 42½

11 9 45

12 9 47½

13 9 50

14 9 52½

15 9 55

16 9 57½

17 10 10

18 10 12½

19 10 15

20

21

22

23

24

25

1

30

31

31

28

31

18

201

100

120

Chronometer 1432 by Parkinson & Frodsham fast of
 Greenwich Mean time twenty five seconds 25 seconds
 Gaining daily 2 $\frac{3}{10}$ two seconds and five tenths 2 $\frac{3}{10}$
 Honolulu Oahu September 29-1846 E H Boardman

September 29 1846	October 1846	November 1846	December 1846	January 1847	February 1847	March 1847	April 1847
30 50 27 $\frac{3}{10}$	1 1 47 $\frac{3}{10}$	2 3 05	3 3 07 $\frac{3}{10}$	4 4 20	5 5 47 $\frac{3}{10}$	6 6 52 $\frac{3}{10}$	7 8 05
1 0 30	2 1 50	3 1 52 $\frac{3}{10}$	4 3 10	5 4 25	6 5 47 $\frac{3}{10}$	7 6 52 $\frac{3}{10}$	8 8 10
2 0 32 $\frac{3}{10}$	3 1 52 $\frac{3}{10}$	4 3 10	5 4 25	6 5 47 $\frac{3}{10}$	7 6 52 $\frac{3}{10}$	8 8 10	9 9 12 $\frac{3}{10}$
3 0 35 $\frac{3}{10}$	4 1 55	5 3 15	6 4 30	7 5 45	8 6 57 $\frac{3}{10}$	9 8 05	10 9 15
4 0 37 $\frac{3}{10}$	5 1 57 $\frac{3}{10}$	6 3 15	7 4 30	8 5 45	9 6 57 $\frac{3}{10}$	10 8 05	11 9 15
5 0 40	6 2 00	7 3 15	8 4 30	9 5 45	10 6 57 $\frac{3}{10}$	11 8 05	12 9 15
6 0 42 $\frac{3}{10}$	7 2 02 $\frac{3}{10}$	8 3 20	9 4 35	10 5 50	11 6 57 $\frac{3}{10}$	12 8 05	13 9 15
7 0 45	8 2 05	9 3 22 $\frac{3}{10}$	10 4 35	11 5 50	12 6 57 $\frac{3}{10}$	13 8 05	14 9 15
8 0 47 $\frac{3}{10}$	9 2 07 $\frac{3}{10}$	10 3 25	11 4 40	12 5 55	13 6 57 $\frac{3}{10}$	14 8 05	15 9 15
9 0 50	10 2 10	11 3 27 $\frac{3}{10}$	12 4 40	13 5 55	14 6 57 $\frac{3}{10}$	15 8 05	16 9 15
10 0 52 $\frac{3}{10}$	11 2 12 $\frac{3}{10}$	12 3 30	13 4 45	14 5 55	15 6 57 $\frac{3}{10}$	16 8 05	17 9 15
11 0 55	12 2 15	13 3 32 $\frac{3}{10}$	14 4 45	15 5 55	16 6 57 $\frac{3}{10}$	17 8 05	18 9 15
12 0 57 $\frac{3}{10}$	13 2 17 $\frac{3}{10}$	14 3 35	15 4 50	16 5 55	17 6 57 $\frac{3}{10}$	18 8 05	19 9 15
13 1 00	14 2 20	15 3 37 $\frac{3}{10}$	16 4 50	17 5 55	18 6 57 $\frac{3}{10}$	19 8 05	20 9 15
14 1 02 $\frac{3}{10}$	15 2 22 $\frac{3}{10}$	16 3 40	17 4 55	18 5 55	19 6 57 $\frac{3}{10}$	20 8 05	21 9 15
15 1 05	16 2 25	17 3 42 $\frac{3}{10}$	18 4 55	19 5 55	20 6 57 $\frac{3}{10}$	21 8 05	22 9 15
16 1 07 $\frac{3}{10}$	17 2 27 $\frac{3}{10}$	18 3 45	19 4 57 $\frac{3}{10}$	20 5 55	21 6 57 $\frac{3}{10}$	22 8 05	23 9 15
17 1 10	18 2 30	19 3 47 $\frac{3}{10}$	20 4 57 $\frac{3}{10}$	21 5 55	22 6 57 $\frac{3}{10}$	23 8 05	24 9 15
18 1 12 $\frac{3}{10}$	19 2 32	20 3 50	21 4 57 $\frac{3}{10}$	22 5 55	23 6 57 $\frac{3}{10}$	24 8 05	25 9 15
19 1 15	20 2 35	21 3 52 $\frac{3}{10}$	22 4 57 $\frac{3}{10}$	23 5 55	24 6 57 $\frac{3}{10}$	25 8 05	26 9 15
20 1 17 $\frac{3}{10}$	21 2 37 $\frac{3}{10}$	22 3 55	23 4 57 $\frac{3}{10}$	24 5 55	25 6 57 $\frac{3}{10}$	26 8 05	27 9 15
21 1 20	22 2 40	23 3 57 $\frac{3}{10}$	24 4 57 $\frac{3}{10}$	25 5 55	26 6 57 $\frac{3}{10}$	27 8 05	28 9 15
22 1 22 $\frac{3}{10}$	23 2 42	24 3 57 $\frac{3}{10}$	25 4 57 $\frac{3}{10}$	26 5 55	27 6 57 $\frac{3}{10}$	28 8 05	29 9 15
23 1 25	24 2 45	25 3 57 $\frac{3}{10}$	26 4 57 $\frac{3}{10}$	27 5 55	28 6 57 $\frac{3}{10}$	29 8 05	30 9 15
24 1	25 2 47	26 3 57 $\frac{3}{10}$	27 4 57 $\frac{3}{10}$	28 5 55	29 6 57 $\frac{3}{10}$	30 8 05	31 9 15
25 1	26 2 50	27 3 57 $\frac{3}{10}$	28 4 57 $\frac{3}{10}$	29 5 55	30 6 57 $\frac{3}{10}$	31 8 05	32 9 15
26	27 2 52	28 3 57 $\frac{3}{10}$	29 4 57 $\frac{3}{10}$	30 5 55	31 6 57 $\frac{3}{10}$	32 8 05	33 9 15
27	28 2 55	29 3 57 $\frac{3}{10}$	30 4 57 $\frac{3}{10}$	31 5 55	32 6 57 $\frac{3}{10}$	33 8 05	34 9 15
	29 2 57	30 3 57 $\frac{3}{10}$	31 4 57 $\frac{3}{10}$	32 5 55	33 6 57 $\frac{3}{10}$	34 8 05	35 9 15
	30 2 58	31 3 57 $\frac{3}{10}$	32 4 57 $\frac{3}{10}$	33 5 55	34 6 57 $\frac{3}{10}$	35 8 05	36 9 15
	31 2 59	32 3 57 $\frac{3}{10}$	33 4 57 $\frac{3}{10}$	34 5 55	35 6 57 $\frac{3}{10}$	36 8 05	37 9 15
		33 3 57 $\frac{3}{10}$	34 4 57 $\frac{3}{10}$	35 5 55	36 6 57 $\frac{3}{10}$	37 8 05	38 9 15
			35 4 57 $\frac{3}{10}$	36 5 55	37 6 57 $\frac{3}{10}$	38 8 05	39 9 15
				37 5 55	38 6 57 $\frac{3}{10}$	39 8 05	40 9 15
					39 6 57 $\frac{3}{10}$	40 8 05	41 9 15
						40 8 05	42 9 15
							43 9 15
							44 9 15
							45 9 15
							46 9 15
							47 9 15
							48 9 15
							49 9 15
							50 9 15

Wright
 30 for

Wednesday 17th February 1847 Lat 44.2

$5.25.56 - 29.10 = 12.28.10$
 $29.25 - 29.10 = 1.15.15$
 $1.15.15 - 1.15.15 = 0.00.00$
 $4.1.10 - 29.10 = 1.15.15$
 $4.1.10 - 29.10 = 1.15.15$
 $8.22.59 - 29.20.90 = 1.15.15$
 $4.16.51 - 78.02 = 1.15.15$
 $61.43 - 75.51 = 1.15.15$
 $29.20 - 9.38821$
 $46.31 - 9.86068$
 $11.41.44 - 14.15 = 1.15.15$
 $4.16.02 - 14.15 = 1.15.15$

$8.21.45 - 28.59$
 $5.22.11 - 28.55$
 $16.43.51 - 57.54$
 $8.21.19 - 28.57$
 $5.45 - 1.15.15$
 $8.27.44 - 29.09$
 $4.17.18 - 44.28$
 $4.10.26 - 78.02$
 $62.35 - 75.44$
 $29.07 - 14.40767$
 $4.03.00 - 46.35$
 $4.17.15 - 50.40$

Thursday 18th February 1847 Lat 42.15
 fine weather, trap two black birds, saw a great many and a flock of birds

$7.22.47 - 40.04 = 11.44.08$
 $7.23.10 - 32.52 = 11.40.46$
 $14.45.57 - 74.59 = 2.32$
 $7.22.38 - 37.59 = 11.38.14$
 $6.20.12 - 40.11 = 11.38.14$
 $7.16.30 - 40.11 = 11.38.14$
 $3.12.10 - 43.35 = 11.38.14$
 $4.04.28 - 78.22 = 11.38.14$
 $11.07 - 81.74 = 11.38.14$
 $40.11 - 2.81592$
 $40.53 - 11.1561$
 $2.57.56 - 14.14 = 11.38.14$
 $3.12.10 - 14.14 = 11.38.14$

$7.15.37 - 77.45$
 $7.16.10 - 29.41$
 $14.38.37 - 77.29$
 $7.15.48 - 37.24$
 $5.45 - 1.15.15$
 $7.21.33 - 39.55$
 $7.23.44 - 78.22$
 $4.07.49 - 161.53$
 $60.56 - 1916350$
 $39.56 - 7.58175$
 41.00

Friday 19th February 1847 at 2nd AM Lat 43.31
 to Chre

$6.59.35 - 42.52 = 11.22.54$
 $7.00.10 - 42.46 = 11.19.26$
 $11.59.45 - 55.38 = 11.19.26$
 $6.59.52 - 42.49 = 11.17.25$
 $6.22 - 43.01 = 11.17.25$
 $6.53.00 - 43.28 = 11.17.25$
 $2.52.56 - 78.43 = 11.17.25$
 $4.00.34 - 116.12 = 11.17.25$
 $60.08 - 52.36 = 11.17.25$
 $2.38.48 - 43.01 = 11.17.25$
 $14.00.89.35 = 11.17.25$
 $2.52.56 - 9.53.17$

$6.48.15 - 43.19$
 $6.49.49 - 43.03$
 $11.35.04 - 86.22$
 $6.49.02 - 43.11$
 $5.45 - 1.15.15$
 $6.54.47 - 43.23$
 $2.50.34 - 43.28$
 $4.04.13 - 78.43$
 $61.034 - 165.34$
 $2.36.26 - 14$
 $42.41 - 1.3920$
 0.848
 0.9917
 $0.02.19$
 0.934
 6.7

~~6.53.04~~
 Lunan
 6.35
 6.37
 6.4
 6.1
 Chr

tions

Saturday February 20-1847 No Lat 43-35
 saw two seals clearing to the south
 no bottom

7.00.19	41=50	11=01=30	6=58=09	01=39
7.00=38	41-45	3=28	6=59=31	01=33
114 00-57	83=35	10=58=02	13 46-40	43=12
7.00.28	41-47	10=55=26	6=53=20	41=42
6.54.03	12	90=00=00	5=46	41=42
2.59.20	41=59	79=04=34	6=59=08	41=13
2.54.43	43=35	14004	6=58=26	41=35
48 41	79=05	00793	4=00=40	29=05
2.45.18	164=39	9=12=612	40=10	164=28
44 47	82=19	9 81106	2=44=24	82=14
2.59.20	41=59	19=08=55	14=02	41=24
2.57.22	40=20	9=54=257	2=58=26	40=26
59=104	6=54=03	2=43=20		9=13078
	2=57=22	14=02		9=41195
		2=57=22		9=09070

Count for sperm 9.41195
 2 count of black whale 9.09070
 all is well that is usual 54535

Sunday February 21-1847 27 months to day at 1 PM
 saw a greater number of birds without number and a fish
 and one dead right whale. No Lat 43-19

7F 7.18=32	37=08	10=39=56	7.11=47	36=54
7.19=11	37=03	3=28	7-12=24	36=48
14=37=43	74=11	10=36=28	14 24=11	73=43
7.18=51	37=08	10=33=02	7-12=05	36=51
6=27	37=17	90=00=00	5=47	12
7.12=24	43=25	79=06=08	7-17=52	37=13
3=25=08	79=26	13884	3=26=20	41=25
3.47=18	116=08	00743	3=51=22	79=26
3.11=12	37=47	9=23674	3.12=34	159=54
13=56	42=47	19=21508	12=56	79=57
3=25=08	56=49	9=60754	3=26=30	37=07
				9=24181
				42=54
				19=22105
				2=61052

Monday February 22-1846 No Lat 43=49
 spoke the barque Elisabeth of Matapoiset with
 270 bbls of sperm oil on board spoke the ship George and
 Mary of New London with 2520 white 180 of sperm

6.02=12	29=38	13295
8.02=31	29=29	01692
116 04=47	59=07	9 38164
8.02=24	27=33	9 85924
6=30	12	19 38075
7.55=54	28=43	
4.08=36	42=35	9=69037
3.47=18	79=48	3=54=48
56.498	76=04	4.08=36
2	29=45	
	46=19	

January 23 1847. Ch. It 41-41. with a plenty
 of birds and a great out of sperm whales the prospects
 looks dull to get any more oil. but I try another
 month and then start for home
 at 5 PM

8-57-07 = 19-04
 8-57-30 = 18-18
 118-54-57 = 38-02
 8-58-18 = 19-01
 12
 19-13
 42-35

new
 8-50-01 = 18-119
 8-50-23 = 18-44
 112-40-25 = 34-33
 8-50-12 = 18-46
 12-18-55

February 25th Commences with fresh gales and smoky
 from NW under double reefs headed to the SEB

7-52-35	26-31	7-57-29	26-48
7-53-01	25-26	7-57-56	26-43
5-45-36	52-57	15-34-25	53-31
7-52-48	26-28	7-57-42	26-45
5-53	12	2-40	12
7-58-38	25-49	7-53-02	25-17
4-20-34	41-42	4-18-02	41-12
3-38-04	81-17	3-34-00	81-11
Long 54-31	149-39	Long 53-30	47-58
	74-49		74-58
	26-40		26-51
	48-09		48-01
	4-07-32		4-06-00
	1-02		13-02
	4-20-34		4-19-02

February 28 fine weather one ship and one barque in sight

March the first fine weather Ch. It 40 at 18-20

March the 2nd fine weather Ch. It 44-53

at 3 PM

6-49-39	34-44	7-19-16	3-35
6-50-01	34-46	7-16-11	3-35
113-39-70	119-2	7-13-06	3-35
6-49-50	34-40	52-46-4	119-28
6-50	12		3-35
6-47-10	34-52		9-27-66
3-30-19	40-2		9-84-36
6-12-41	82-47		44-14
	118-8-12		7-62-150
48-10-4	79-06		
	34-52		
	44-14		

new

6-42-23	34-30
6-42-27	34-35
113-24-02	6-55
6-42-31	34-27
5-52	12
6-48-23	31-39
3-31-35	110-53
3-16-48	82-47
44-12	115-7-21
	78-59
	34-39
	44-20
	9-62-417

3-17-52
 12-27
 3-20-17

19-05
 12-27
 3-31-35

March 3^d 1847 fine weather and nothing that looks
like whales
Obs Lat 37 51

Obs Chron at 4 M 6:56:22
 7-16:55-25:55 3:58
 7-37:14-25:51 6:53:14
 10-14:09-51:46 3:45
 7-37:04-25:53 6:49:29
 6:52 26:05 90:00
 7-30:12 39:31 83:10:31
 4-18:46 83:11 112:70
 3-11:26 148:47 100:00
 74:23 9:43:05
 47:51 26:05 87:31
 48:18 19:41:57
 9:70:48

March 4th Thursday 1847 spoke the barque
America of N B no whales Obs Lat 38:40 South

Friday March 5th 1847 fine weather wind
from S by S varying mist on sail in sight
Obs Chron Obs Lat 35:40

7-15:40
7-16:09

on 10th day of March 1847 spoke the Barque San Carlos
of Matipoiset 240 bbls on board

Thursday 11th 1847 fine weather wind from the
W by N light breeze at 6 no whales Obs Lat 34:45
Obs Chron at 4 M Obs Chronometer

7-09:31-29:51 3:50:09 101:31
 7-09:47-29:46 3:46:55 000:91
 114:18:59-37 3:33 9:35:373
 7-07:39-29:48 3:43:22 9:86:377
 7-12 12 90:00-60 19:31:973
 7-02:27 30:00 90:00-60 19:31:973
 3-47:50 37:38 86:16:38 9:65:986
 3-14:27 86:17 0:37:32
 115:3:55 15:18
 76:57 48:39 8:47:50
 30:00
 46:57
 Obs Chron at 11 AM
 7-26:05-52:30
 14-52:37-105:06
 2-26:18-52:33
 7-12 52:45 (48:53)
 3-19:06 37:48 102:29
 0-03:34 86:12 000:96
 3-15:32 176:45 8:45:489
 52:45 176:519
 35:37 118:32:333
 9:16:166
 48:39
 49:45
 1-06
 101:31
 100:11
 7-35:7:2
 7-86:460
 19:32:434
 9:68:217
 10:53:16
 10:18
 11:03:34
 he sun by lunar at 11 AM
 was 48:56 West

March Monday 12 1847 off the river la plata
 fine weather wind from N. two sails in sight
 the Chronometer at 4 Pm. the Lat 37-12 South

1-40-26 = 22-15	3-26-35
7-40-45 = 22-09	2-55
15-21-11 = 44-24	3-23-40
7-40-35 = 22-12	3-52
7-15	3-17-47
7-32-20	90-00-00
7-27-12	56-40-13
3-06-18	48-03
144-00	00-074
73-04	9-46-42
22-24	9-85-44
46-34 50-45	11-45-149
	9-22-574
4-17-00	
10-02	
4-27-02	

March 13 and 14 & 15
 no Observations
 employed cutting and
 chasing sperm whales
 of the river la plata
 about the lat of 36-40
 and Lon 46-00

March Tuesday 16 1847 the Lat 35-55 South
 employed boiling
 oil at 10 Am

1-16-03	45-48	1-52-01
1-16-29	45-53	2-56
12-32-32	91-41	1-49-05
1-16-16	45-50	1-53
7-25	12	1-51-02
13-05-51	46-02	40-00-00
10-05-59	35-57	85-08-58
2-59-52	88-12	091777
45-00	85-24	00023
	46-22	8-93448
	39-22	9-79918
		118-82566
		9-41283
10-00-04		
8-55		
10-06-59		

1-05-31 = 46-00
1-08-49 = 46-04
12-17-20 = 92-04
1-08-40 = 46-02
6-05
13-22-35 = 46-14
10-10-23 = 35-57
88-09
13-14-45 = 117-02
10-10-23 = 85-10
3-04-22 = 46-14
46-05 38-56
091777
00023
8-92561
9-79825
118-81586
9-40793

March 17 1847 the Lat 35-28
 the Chron at 3 Pm

6-00-29 = 38-10	1-28-19
6-00-50 = 38-05	2-56
12-01-19 = 76-15	1-25-23
6-00-39 = 38-07	2-56
7-27	12
5-53-12	38-19
2-56-08	35-30
2-59-04	88-38
44-17	81-13
	38-19
	42-54
	9-18383
	9-83297
	1910623
	9-55311
2-47-30	
6-38	
2-56-08	

10-01-28
 8-55
 10-10-23
 employed boiling
 new Chron
 5-53-07 = 37-54
 5-53-35 = 37-51

Thursday March 18. 1847 = 35:34 Lat -

fine weather saw nothing

old at 4 PM

7.12.08	25.11	1.04.34
7.12.25	25.16	2.56
114.24.36	50.17	1.01.41
7.12.16	25.08	3.55
7.30	12	0.57.46
7.04.48	25.20	90.00.00
4.03.48	35.34	89.02.14
2.59.21	89.02	90.00.00
	149.56	08967
(14.45)	74.58	00006
	25.20	9.41394
	49.38	9.88191
		19.35555
3.57.28		9.69479
4.05.48		

New Ekro

7-04-40 = 24.56
7-05-01 = 24.51

Friday March 19. 1847 - Lat 35.50

fine saw 5 sails spoke the brig Catherwood
of West point 280 of sperma oil his son
old Ekro at 3 PM and mine agree

New Ekro

6.42.04	30.57	0.40.34
6.42.31	30.52	2.56
113.24.35	61.49	00.37.58
6.42.17	30.54	3.15
7.32	12	00.34.43
6.34.45	31.06	90.00.00
3.31.59	35.50	89.25.17
3.22.46	89.25	091113
49.41.1	1156.21	00002
	78.10	9.31189
	31.06	9.86460
3.23.56	47.04	19.26764
8.03		9.63382
3.31.59		

6-35-02 = 30.29
6-35-33 = 30.20

Saturday March 20. 1847 Lat 35.45 south

fine weather and calm

old Ekro at 3.20 PM

6.02.25	38.11	00.17.12
6.02.55	38.07	2.56
112.05.20	76.79	00.14.16
6.02.40	38.09	3.15
7.35	12	00.11.01
5.55.05	38.21	90.00.00
2.49.09	35.45	89.48.59
3.05.56	99.49	09067
46.29	81.57	00000
	38.21	14624
	43.36	83861
		9.07552
		9.53776

New Ekro

5.55.13 = 37.56
5.55.32 = 37.52
111.50.45 = 75.45
5.55.22 = 37.54
6.11 = 12
5.49.10 = 38.06
2.45.12 = 35.45
3.03.18 = 89.49
6.01.34 = 1163.40
2.58.33 = 81.50
3.11.01 = 98.06
45.44

09067	2.42.45
00000	7.45
9.15245	2.50.33
2.85497	2.45.52
19.09809	09067
9.54904	47.45
	46.29
	1.16
	14.08279
	9.54139

Sunday March 21st 1847 28 months out to day
 at 1st M in 1844 in 1844 took our anchor at
 the West Chop Holmes Hotel (Lat 35:50
 fine weather old at 3 M

6.09:30 - 36:51	00-06:29	7-51:15 - 17:57
6.10:01 - 36:45	2.56	7-51:35 - 17:50
12-19:31 - 73:36	00-03:33	15-42:50 - 35:47
6.09:45 - 36:48	2.56	7-51:25 - 17:53
2.56 15 37:00	0000:37	6.40 12
6:40 90:01	90-00:37	7-49:45 - 18:05
6.03:05 - 1162:41	09022	4-41:07 - 35:37
2.56 45 81:26	00000	3-02:38 - 90:02
3.06:50 37:00	9-17:407	1143 44
2.48:48 44:20	984437	71:52
7.27	119.11266	18:05
1.56:15	9.55633	50:47
00:06:29	08995	
2.56	00000	
00:03:33	9-49:308	
3.55	9.676	
9.38	119.49979	
4.33:40	9.74989	
7.27		
441.07		

Monday March 22nd 1847 (Lat 34:50

fine weather saw one ship sailing to the south.
 I now think that I have taken all things into
 consideration as regards staying out any longer
 with the good ship Demulge to cruise for sperm
 oil. I find from the information that I get
 from others that the prospect is small to get
 any more here this season and I think that
 it is best for all parties concerned to make
 the best of my way home from this I take
 my departure for West Salisbury I am in hopes
 to get some oil on my passage home it is well that
 ends well so ends this day.

old at 2 M

6.00 4. 38:10	00-30:09	89.45
6.01:01 - 38:05	2.56	55:31
12-01:01 - 36:16	00-33:05	34-17 South
6.00:30 - 38:18	2.36	10:33 north
7.40 12	00-35:41	3344
5.52:50 115:20	35:20	
2.52:04 38:44	33:38	
3.00:46 90:36	90:36	
112.40	1162:34	
81:20	81:17	
38:20	38:20	
43:00	42:37	
2.44:56 9-18038	07956	
7.05	00002	
2.52:04	9.18038	
	283335	
	119.17351	
	9.54615	

saw several sperm
 whales late in the after-
 noon land and chased
 without success.

Tuesday March 23rd 1847 Pl Lat 33-15 north
 Layed by all night for the whales fine weather
 all day snow melting boy new Chronometer

old at 1:40 PM
 4:57-07-48-10 53 48 4:49-47-47-55
 4:57-41-48-05 2-56 4:50-17-47-50
 19:64-48-96-15 56-44 1:40 04-95-45
 4:57-24-48-07 1-39 4:50-02-47-52
 7-42 12 90:58-23 6-15 12
 4:49-42 48-19 07740 4:56-17-48-04
 1:48-20 33-12 00000 1:50-06 33-12
 3:01-22 10:58 8:51752 3:06-11 58
 45:20 172-29 9:78853 1172-14
 45:20 86-10 18:68351 46-32 86-07
 45-19 934125 45-26 48-04
 1:41-30 37-53 07740 38-03
 6-50 00006 1:43-16
 1:48-20 8:53075 6-50
 old Chron at 3:20 978983 1:50-06
 11669854
 934802
 6:32-41-32-17 00:53-45 07715 3:17-16
 6:33-04-32-12 2-56 00007 6-50
 13 05-45-64-29 00:56-41 3:24-06
 6:32-52-32-14 3-15 9:30765
 7-42 12 90:59-56 9:55-83
 6:25-10 32-26 119-24070
 3:24-06 33-09 9-62035
 3:01-0 15-6-3
 78-11
 32-26
 45-16 45-51
 Bound home

Wednesday March 24th 1847 Pl Lat 31-15 south
 fine weather wind from S.W.
 old Chron at 3 PM new Chron

5:54-47 40-08 1-17-26 5-47-11 39-55
 5:55-06 40-03 2-56 5:47-29 39-50
 11 49-59 50-11 1:20-22 11 34-40 39-45
 5:54-56 40-05 2-56 5:47-20 39-52
 7-45 12 1:23-18 6-16 12
 5-47 11 40-17 40 41-23-15 5:53-36 40-04
 2 45-22 33-03 41-23 2 46-32 31-03
 3:01-17 164-43 07665 3:07-04 91-23
 82-21 9:1242 46-46 162-30
 45-27 40-17 9:52607 06716 81-15
 42-04 17-0271 00013 40-04
 9-5135 9:1822 41-11
 40-17 06714 46-46
 31-03 00013 45-27
 40-23 9:17724 1-19
 162-48 981752
 81-21 1906205
 40-17 9:53102
 41-04
 2 38-50
 6-32
 2:45-22

Thursday / March 25 - 1847 Lat 29.09 South
 fine weather ship heading 101° W. 1/2 E
 old Chron

1-22-21-48-32	1-41-02	1-14-16-48-42
1-22-45-48-37	2-56	1-14-39-48-46
12-45-06-97-09	1-43-58	12-28-55-97-28
1-22-33-48-34	1-57	1-14-27-48-44
7-47	12	6-16
13-14-46	48-46	13-20-43
10-12-13	29-15	48-56
3-02-33	91-42	29-15
169-48	8-95310	10-13-17
45-38 1/4	977009	91-42
45-38 1/4	46-51 1/2	169-53
46-31	18-78262	48-56
45-38	48-46	48-56
1-13	9-39131	36-00
	36-05	10-06-00
	6-13	8-94603
	10-12-13	10-07-04
	9-76922	6-13
	1877468	10-13-17
	9-38734	

Friday March 26 - 1847 Lat 27 35 South
 fine weather ship to the S. E.
 old Chron at 10:00 Am

1-34-44-51-26	2-04-35	7-12-15-21-26
1-35-04-51-30	2-56	2-04-35
5-09-45-102-56	2-07-31	7-32-20-21-20
1-34-24-51-28	1-57	15-04-45-42-46
7-57	12	7-32-22-21-23
13-27-04-51-40	5280	7-50
10-28-27-27-41	00029	21-35
3-01-37-92-06	8-47325	911-26
45-34 1/4	71-27	724-32
58-43	174812	27-48
10-19-32	57-40	4-22-35
5-55	34-03	92-11
1-25-27	9-33722	3-01-57
	4-16-40	141-29
	5-55	45-29 1/4
	4-22-35	70-44
		21-35
		49-09
		9-51847
		9-87877
		18-45049
		972524

Saturday March 27th 1847 Lat 28-21 South
 fine weather wind from 1/2 E ship heading S 1/2 E
 old Chron at 9:20 Am

12-43-42-42-40	2-25-55
12-44-09-49-47	2-56
125-27-51-85-27	2-31-01
12-43-55-42-43	2-36
7-52	12
12-36-03	42-55
9-37-44	28-17
2-58-59	92-28
51-30	9-15245
44-44 1/4	9-79809
38-55	1703615
	9-50307
	9-31-28
	5-36
	9-3704

New Chron

12-36-04-42-55
12-36-46-43-03
125-12-50-85-58
12-36-25-42-59
6-17
43-17
28-17
92-28
163-56
51-58
43-11
38-47

Spoke the Brig Picante captain Joseph

Sunday March 28 #1547 Old Lat 23-54. 30 at
fine weather wind from the East

Old at 3:30 PM

6-23-46 = 33-34

6-24-1 = 33-45

new

6-16-17 = 33-40

6-16-32 = 31-34

Lon 44 35

Monday 29: at 9:40 AM

11. 40-04 - 42-19

12. 40-25 - 42-33

Thursday April 1: 1847 Old Lat 27 53 South
 fine weather steering N.E. wind from S.W.
 old at 2:40 PM

5-47-47	76-15-	0 53 00
5-44 09 =	76-09 =	0 01 34
111 27-56 -	72-24	7-26 806
5-48-58	36-12	9-43 310
8-01-	12	119 155 50
5-35-53	36-24	4-57 775-
7-01-52	27-44	2-53-48
2-39-07	94-30	4-04
2-34-01	115-8-38	3-01-52
	79-19	
38-30 1/2	36-24	
	42-55	

new Chron
 5-36-10 = 35-55
 5-36-31 35-50

Friday April 2 1847 Old Lat 26 05 ^{69 48}
 fine weather wind from W.S.W. steering ⁵⁸⁻⁵⁰
 N.E. by N. ⁷⁰⁻⁵⁸
 old at 3 PM ^{4 50}

5-31-23 -	07-56	4-47-50
5-31-46 -	37-51	2-41
111 03 09	75-47	4-50 31
5-31 34	77-53	2-53
8 17	12	94-53 24
5-23-23	38 05	0 46 74
2 16 03	26-00	0 01 55
2-27-24	14 57	7-26 131
	1158-58	9 82 041
36-51)	77-29	119-129 64
	36-05	9-56 482
2-52 18	41-24	0 46 34
9 45		0 01 58
2-56 03		9-26 605

new Chron
 5-23-37 37-42
 5-24-00 37-36
 110-47-37 75-15
 5-23-48 37-39
 6 18
 12
 5-30-06 37-51
 2-57-15 26-00
 2-32-51 74-53
 (38-13) 1158-44
 (26-51)
 1 22 79-22
 37 51
 41 31
 2-53-30
 3 45
 2-57-15

Saturday April 3 1847 Old Lat 24-51 South
 light wind from S.W. and fine weather
 old Chron at 3:20 PM

5-17-30 40-00 Gives the Lon 35-38
 518-00 39-53

Sunday April 4 1847 Old Observer
 light wind and raining

Ob Lat 22-48

Monday April 5 1847 light wind with rain from the Westward saw one sail

old			new		
4-54-05	43-12	5-56-38	4-46-54	42-51	
4-55-54	40-00	2-13	4-47-14	42-45	
19-49-59	86-12	5-58-51	19-34-08	85-42	
4-54-59	43-06	2-51	4-47-04	42-50	
8-12	43-12	96-01-42	0-6-19	22-42	
4-46-47	22-42	03-50-2	4-52-23	92-22	
2-33-37	96-02	00-24-1	2-34-51	157-54	
2-13-20	16-2-02	9-19-353	2-18-38	78-57	
	81-01	9-76-658	344	42-51	
2-30-36	43-15	19-01-754		36-05	
2-54	37-48	9-50-877		42-50	
2-33-37	34-38		42-50	22-42	
(33-20)	33-20		43-02	92-02	
	01-18		22-42	157-34	
			92-02	78-47	
	2-32-00		157-46	4	
	2-57		78-53	03-50-2	
	2-34-51		43-02	00-41	
			35-51	9-28-512	
			03-50-2	43-02	
			00-24-1	22-42	
			9-19-388	96-02	
			2-78-388	161-46	
			19-02-519	80-53	
			9-51-259	43-02	
				37-51	

Tuesday April 6 1847 light wind and fine weather from the S.E. employed drying bone spoke a Spanish Brig Ob Lat 21-48

old at 10 am		new	
12-22-05	49-16	12-14-31	49-28
12-22-28	49-19	12-14-51	49-33

His Lon and mine were the same.

Wednesday April 7 1847 fine weather light wind from the S.E. Drying bone Ob Lat 20-42

5-55-05	30-25
5-55-27	30-20

Wednesday April 5th 1847 fine weather light
wind from S.E. Old Ekro at 3 PM finished the bone
Old Lat 19.16

5 06 45 - 41 05	7 04 22	
5 07 05 - 41 01	2 12	
10 13 53 - 82 06	7 06 44	
5 06 56 - 41 03	2 49	
8 20	97 09 33	
4 58 36	41 15	02 442
2 48 55	19 02	00 341
2 09 41	97 10	9 291 50
	1157 27	9 784 12
32 25 1/4	78 43	19 103 45
	41 15	9 551 72
	37 28	

Thursday & Friday April 6th & 7th 1847 Old Lat 17 south
fine weather fresh breeze from the Eastward
employed breaking out between decks

4 50 36 - 45 32	these altitudes gives the Low
4 50 59 - 45 26	32 44 1/4 West
19 41 35 - 90 58	
4 50 47 - 45 29	
	12
	45 41

Saturday April 10 1847 Old Lat (these Lunar
fine weather wind from the Eastward one came
over to fog)
Lunar Distances taken with the long telescope
the Distances was taken in the fore noon
at 10:20 AM a 10 day star count and sixel account
I took out the Moon's aim and horizontal parallels
for noon 10 day N.B. upper limb

Dis	Sun	Moon	altitude of the Eponion
65 51 00 - 48 50 - 61 22			taken a few minutes
65 50 00 - 49 31 - 60 35			after the Lunar
65 49 00 - 50 06 - 59 56			Old Ekro at 10 20 AM the sextant
65 47 50 - 50 35 - 59 27			has an error
65 46 20 - 51 33 - 58 19			of 10 seconds
65 45 00 - 52 08 - 57 33			
65 43 40 - 52 48 - 56 39			
65 42 20 - 53 29 - 55 54			
Old at 3:20 PM	7 44 13		
5 49 15 - 33 49	2 12		
5 49 48 - 33 41	7 51 25		
21 39 03 - 67 30	3 08		
5 49 31 - 33 45	97 54 33		
8 27	12		
5 41 04 - 33 57	0 15 60		
3 27 25 - 15 16	9 45 163		
2 13 39	97 55 3	80 458	
	147 05	119 275 97	
33 25	73 34	9 6	
Don	33 57	7 6 37 98	
	39 37		
	15		
	16		
	15		

board home sweet home

Sunday April 11 1847 Oh Lat 14 22 South
 fine weather light wind from the East
 ship heading N by E at 10 Am
 old at 5:40 PM

6-18-32 = 27-34
 6-18-45 = 27-33
 12-37-17 = 55-10
 6-18-38 = 27-35
 8-30 = 12
 6-16-08 = 27-47
 3-54-41 = 14-12
 2-15-27 = 98-18
 140-16
 71-08
 27-47
 42-21

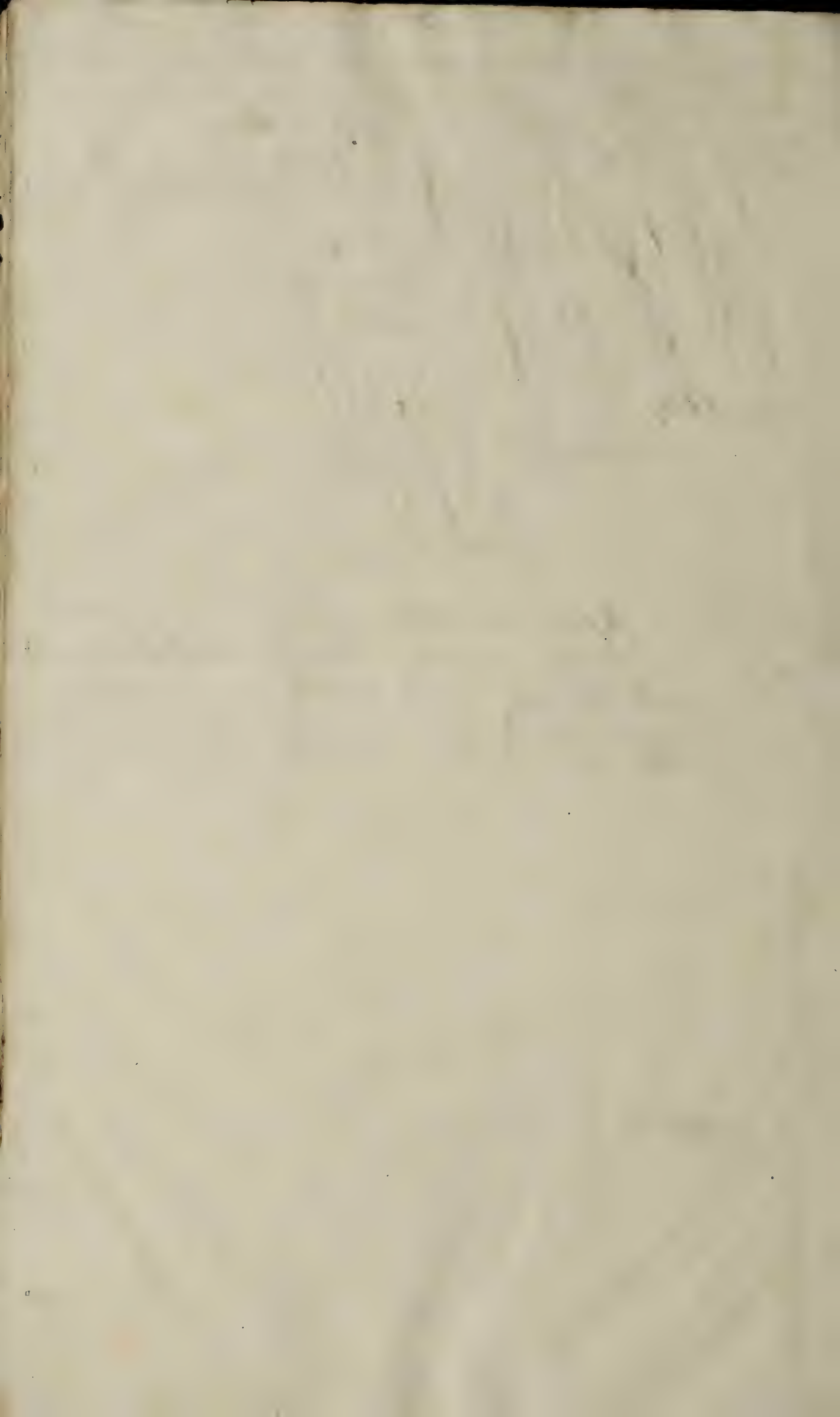
1-02-05 = 59-19
 1-02-35 = 59-23 west
 gives the Lon 33-42

8-11-22
 2-09
 8-13-31
 3-23
 98-16-54
 01348
 00455
 9-53126
 9-82844
 119-37773
 9-68886

33-51 3/4

3-53-32
 1-09
 3-54-41

Monday April 12 1847 - Oh Lat 12-48 Sult
 fine weather wind from ESE ship heading
 NE by N the old at 2-20 PM
 4-47-26 = 48-05
 4-47-25 = 47-59 gives the Lon 33-21 1/2



18 April 1847 new Chronometer 1 minute or
16 second slow of Greenwich mean time

April a gains daily $6\frac{4}{10}$

18 2 16

19 2 $15\frac{4}{10}$

20 2 $14\frac{8}{10}$

21 2 $14\frac{2}{10}$

22 2 $13\frac{6}{10}$

23 2 13

24 2 $12\frac{2}{10}$

25 12 $11\frac{6}{10}$

26 2 $11\frac{2}{10}$

27 2 $10\frac{6}{10}$

28 2 10

29 2 $9\frac{4}{10}$

30 2 $8\frac{8}{10}$

May

1 2 $8\frac{2}{10}$

2 2 $7\frac{6}{10}$

3 2 $7\frac{4}{10}$

4 2 $6\frac{4}{10}$

5 2 $5\frac{8}{10}$

6 2 $5\frac{2}{10}$

7 2 $4\frac{6}{10}$

8 2 4.00

9 2 $3\frac{4}{10}$

10 2 $2\frac{8}{10}$

11 2 $2\frac{2}{10}$

12 2 $1\frac{6}{10}$

13 2 1

14 2 $\frac{4}{10}$

15 1 $59\frac{8}{10}$

16 1 $59\frac{2}{10}$

17 1 $58\frac{6}{10}$

18 1 58.00

19 1 $57\frac{4}{10}$

20 1 $56\frac{8}{10}$

21 1 $56\frac{2}{10}$

22 1 $55\frac{6}{10}$

Monday April 19: 1847 Laying at anchor at Pernambuco
 to Cape at 10 AM

12:00:50	49:09	11:03:10
12:01:10	49:17	2:04
12:02:00	49:26	11:05:14
12:01:00	49:13	1-46
5:50	12	11:03:28
11:52:10	49:25	90
9:35:15	8:04	101:03:28
2:16:55	101:03	0.0432
3450	1155:32	0.0813
34:14	79:16	9:27007
36	49:25	9:69689
	29:51	18:97251
		9:48975
		48998
		23
7:36:55		
56		
9:35:15		

Sunday April 15 1847

A fire by 6 Abolives taken Laying at anchor
 at Pernambuco that my new Chronometer is
 2.16 min slow of Greenwich mean time and
 has gained 6/10 daily for the last 6 months

Brought from *Perseus* Home

got underway ~~Wednesday~~ ^{tuesday} 20 Decr 1847 at 6 P.M.
 Light air and calm spoke the ship Jefferson of
 New London of Harris 17 hundred and 150 tons
 of grain bound home direct the lat
 taken at 10 AM Glacia bearing of 271 the course

2:03=17-69=35	11=23=53	
2:03:39-69:38	2-01	
14:06:56-139-13	11:25:54	
2:03:28-69-36	1-44	
8:52	11:24:10	
13:54:36-61-42	90:00	
11:37:21-8:04	101:24:10	
2:17:15-101-24	00432	
179-16	00865	
34:50-89=88	7:50:615	11:38=24
34:19-69-48	9:53:056	1-03
=32	19=50	11:37:21
	17:34968	
	8:67484	

Monday April 21 1847 Light air from the east
 with frequent rain squalls the lat 4:07 South
 Lat in site 25 distant
 old at 10 AM

12:08:15-51-09	11:44:24	new Obs
12:08:41-51-14	2-01	12:01:12-51-35
24:16:56-102:23	11:46:25	12:01:29-51-32
12:08:28-51-11	1-44	124:12:41-103:14
8:52	11:44:41	12:01:20-51-37
11:59:33-51-23	90:00:00	2:14-51-12
7:43:32-7-16	101:44:41	12:03:34-51-49
2:16:01-101-45	00350	7:45:32-7-16
160:24	00920	2:18:02-101-45
80:12	9:23:075	165:51
9:44:48-51:23	9:68:305	50:25
1-16	1592673	51:49
9:43:32-25:49	7:46:336	25:36
34:00 1/4	9:22:133	
the land 34:50 20 miles distant	4:68:006	
true Lon	1891413	9:46:48
34:29	9:45:706	1-16
		1:45:32

My sextant has an error of 20 miles which is
 to subtract when the sun is west of the moon
 and add when the sun is to the East of the moon

Thursday April 22 1847 strong winds from the east & S latter strong breeze from S & E fine weather

at 2 20 PM -

$$\begin{array}{r} 4.57.41 \quad 48.20 \\ 4.58.05 \quad 48.13 \\ 19.58.46 \quad 46.33 \\ 4.58.53 \quad 48.16 \\ 8.57 \quad 48.28 \\ 4.48.56 \quad 4.10 \\ 2.32.16 \quad 102.02 \\ 216.40 \quad 1154.47 \\ 34.10 \quad 77.23 \\ 34.37 \quad 48.28 \\ 2.32.44 \quad 28.55 \\ 1.28 \\ 2.32.16 \end{array}$$

at 4 26 South
 new Obs

$$\begin{array}{r} 4.50.08 \quad 47.57 \\ 4.50.36 \quad 47.57 \end{array}$$

Friday April 23 1847 strong wind from S & E with frequent rain squalls all hands employed in dory rigging

at 1 57

$$\begin{array}{r} 12.31.32 \quad 57.27 \quad 12.24.53 \\ 12.31.54 \quad 57.33 \quad 1.58 \\ 125.63.26 \quad 115.00 \quad 12.26.51 \\ 12.31.43 \quad 57.30 \quad 1.41 \\ 9.00 \quad 57.42 \quad 12.25.10 \\ 12.22.43 \quad 2.09 \quad 102.25.10 \\ 10.02.12 \\ 2.20.31 \quad 102.25 \quad 00031 \\ 95.38 \quad 162.16 \quad 01028 \\ 23.26 \quad 81.08 \quad 9.18790 \\ 57.42 \quad 9.59954 \\ 23.26 \quad 1879803 \\ 9.39901 \end{array}$$

at 1 57

$$\begin{array}{r} 12.23.22 \quad 57.41 \\ 12.23.45 \quad 57.47 \\ 115.28 \end{array}$$

Saturday April 24 first part strong breeze from S & E and squally middle and latter part light wind 1 mile in sight at 10 AM saw several sperm whales heard 4 boats off Westwick the first from Draper.

and the short warp cast off and away went the Whale at Lat

at 10 AM

$$\begin{array}{r} 12.43.05 \quad 60.10 \\ 12.43.22 \quad 60.15 \end{array}$$

at 5 7 South
 new

$$\begin{array}{r} 12.35.12 \quad 60.27 \\ 12.35.33 \quad 60.34 \end{array}$$

127
C. 7. 7. number 80

12-01-47-52-51
12-02-07-52-57

172

12-14-10 55-17
12-14-26 55-23

Young home from Pennamlico

with frequent rain squalls and clouds employed in
sailing at 10 AM. Obs Lat 1:26 north

Obs Lat. $1^{\circ} 26'$ north

$$\begin{array}{r} 12.34.53 \quad 57:37 \\ 12.35.15 \quad 57:43 \\ \hline 125.10.08 \quad 115:20 \\ 12.35.04 \quad 57:40 \\ \hline 9.10 \quad 12 \\ 12.25.54 \quad 57:52 \\ \hline 1.57.40 \quad 1-22 \\ 2.28.14 \quad 76-16 \\ \hline 135:30 \\ 67:45 \\ 57:52 \\ \hline 89:53 \end{array}$$

$$\begin{array}{r} 10.00:04 \\ 2.24 \\ \hline 09.57:40 \end{array}$$

$$\begin{array}{r} 13:43:19 \\ 2.12 \\ \hline 13.45:31 \\ 1-37 \\ \hline 13.43.52 \\ 90.00:00 \\ \hline 78.16.08 \end{array}$$

$$\begin{array}{r} 000012 \\ 01260 \\ 9-57824 \\ 923462 \\ 18652558 \\ 9.41279 \\ 41252 \\ \hline 27 \end{array}$$

$$\begin{array}{r} 37:07 \\ 30 \\ \hline 37:23 \end{array}$$

$$\begin{array}{r} 67:45 \\ 57:52 \\ 89:53 \end{array}$$

$$\begin{array}{r} 9-57824 \\ 923462 \\ 18652558 \\ 9.41279 \\ 41252 \\ \hline 27 \end{array}$$

new photo

$12.26.40 - 57 = 51$
 $12.27.04 - 57 = 58$
 $12.53.44 - 115 = 49$
 $12.26.52 - 57 = 54$
 2.10
 $12.24.02 - 58 = 06$
 $9.58.40 - 1.22$
 $2.30.22 - 76 = 16$
 2
 $37.35\frac{1}{2}$
 00012
 01260
 57607
 22952
 1831
 10915

135.44
 67.52
 58.06
 09.46
 $10-01=04$
 2.24
 $9.58=40$

Wednesday April 28: 1847

first - light wind from the S.E. middle
part fresh breeze latter light and calm

atio 40 m.

No. 16. L. 11. Account 2-50

$12 \cdot 38 \cdot 28 = 58 \cdot 31$
 $12 \cdot 38 \cdot 47 = 58 \cdot 35$
 $125 \cdot 17 = 15 = 117 \cdot 05$
 $12 \cdot 38 \cdot 37 = 58 \cdot 32$
 $1 \cdot 22$
 $12 \cdot 29 \cdot 25$
 $9 \cdot 57 \cdot 14$
 $2 \cdot 30 \cdot 11$
 $37 \cdot 33$
 $38 \cdot 03$
 $1301 \cdot 48$
 $2 \cdot 34$
 $9 \cdot 59 \cdot 14$
 $58 \cdot 44$
 $2 \cdot 50$
 $75 \cdot 57$
 $117 \cdot 31$
 $58 \cdot 45$
 $38 \cdot 44$
 $2 \cdot 00$
 $9 \cdot 63135$
 $9 \cdot 71498$
 $2 \cdot 57440$
 $119 \cdot 26310$
 $9 \cdot 24039$
 $68 \cdot 45$
 $58 \cdot 44$
 $10 \cdot 019$
 $14 \cdot 02 = 53$
 $90 \cdot 00 = 00$
 $75 \cdot 57 \cdot 05$
 00053
 01317
 01317
 55923
 $18 \cdot 81334$
 $9 \cdot 40667$
 40682
 15

$$\begin{array}{r} 23 \\ 09 \\ \hline 32 \\ 37 \\ \hline 59 \\ 2 \\ \hline 5 \end{array}$$

$$\begin{array}{r} 123053 \\ 123053 \\ \hline 1230126 \\ 123043 \\ \hline 210 \\ 123253 \\ 1030 \\ \hline 23223 \\ 3506 \end{array}$$

$$\begin{array}{r} 5848 \\ 5852 \\ \hline 11740 \\ 5850 \\ \hline 12 \\ 5902 \\ 250 \\ \hline 7557 \\ 3749 \\ \hline 6854 \\ 5902 \\ \hline 952 \end{array}$$

$$\begin{array}{r} 00053 \\ 01311 \\ 955630 \\ 23320 \\ \hline 1850392 \\ 940196 \\ 40200 \\ \hline 00064 \end{array}$$

$$\begin{array}{r} 100304 \\ 234 \\ \hline 100030 \end{array}$$

Thurson April 29th 1847 first part light
wind from the Eastward with heavy rain
middle and latter part strong N^W & trades
and squally

At 10 AM

14:21.13

new Chron

12 40-18- 57:35
12 40-33- 57:40
125:20:51 115:15
12 40-25- 57:37
9-15 12
22 31-1- 57:49
7 53-13 4 16
2 37:57 75:38
39:29 113 7:43
39:59 9 28:190
4-55:56 57:49
2-43 11:02
753:13

2 09
14 23:22
1-37
14 21:45
90-00-00
75:38:15
00121
01380
9:55728
9 28:190
18 85419
9 42719
9:55466
9 27668
18 84635
9 42317

12 32-11- 57:51
12 32-30- 57:56
125:04:41 115:47
12 32-20- 57:53
2 09 12
12 34 29 58:05
9 54-21 4 16
2 40:08 75:38
40:02 1137:59
68:59
58:05
10:54
9 57:04
2-43
9:54:21

Friday April 30th 1847

strong N^W East. trades all day with frequent
squalls ship heading N by N Ph Lat 6-17 North
At 10 AM

new Chron

1-01-24-60:35
1-01-53-60:39
12 63:22 121:14
1-01-41-60:37
7-17 12
12 52-24 60:49
10-03-30 6-07
2 48:54 75:45
42-13 142:16
42-20 71:08
10-06-22 60-49
2-52 10:19
10:03:30

14 39:48
2-06
14 41:54
1 35
14 40:19
90-00-00
75:19:41
00248
01439
9:50970
9 25327
18 77864
9 38782
18 76929
9 35464

12 53-36-61:53
12 54-00-60:59
2 47:36 121:52
12 53-48-60:56
2-05 12
12 55:56 61:08
10-04:52 6-07
2 51:04 75:20
42:46 142:35
00248 71:17
01437 61:08
9:50631 10:09
9 24607 10:07:44
18 76929 2:52
9 35464 10:14:52

Saturday May 1st 1847 strong N^W trades and fine weather
At 10 AM Ph Lat 5-34 North

new Chron

1-20-32-63:45
1-20-47-63:50
12 41:21 127:35
1-20-46-63:47
4-20 12
13 11-20 63:59
10-15-52 8:24
2 55:28 75:01
43:52 1147:24
44:22 73:42
10 15:52 63:59
10-17-04 9:43
10 14:04 18 87522
10 14:04 9 34760
13 11:00 44:19
10 14:04 44:30
2 57:16 44:49

14 58:10
2-18
15 01:25
1-17
14 59:11
90-00-00
75:00:49
00468
01502
9 44619
9 22731
18 87522
9 34760
13 11:00 44:19
10 14:04 44:30
2 57:16 44:49

1-12-03-63:57
1-12-24-64:04
12 24:27 128:01
1-12-13-64:00
2-05 12
13 14 21 64:12
10 15:00 8:24
2 59:21 75:01
44:50 1147:37
00468 73:48
01502 64:12
9 44559 9:36
9 22711 10:15
18 87522 2:50
9 34370 10 15:00

Sunday May 2 1847

strong N.E. trades with frequent squalls
 left Galentia in part of the time
 at 2 P.M.

5-14-52	60-14	15-16-16	5-04-05-60-32
5-15-16	60-08	2-28	5-04-25-60-27
10-30-05-120-22		15-18-34	110-05-30-120-54
3-15-04-60-11		1-22	5-04-15-60-29
9-22	60-12	15-20-06	2-27
5-05-42	60-23	40-00-00	12
1-57-14	10-53	74-34-54	5-16-22
3-05-28	74-40	15-18-34	1-36-00
	72-58	1-32	3-10-22
	60-23	15-20-06	47-35-4
44-22	12-35	74-39-54	114-6-14
47-37	00-7-58		73-07
3-15	01-5-74		60-41
	4-46-76	9-46-303	12-26
2-10-22	9-33-516	9-33-305	1-59-08
3-08	118-5-28-56	15-81-970	3-05
1-57-14	9-41-428	9-40-985	1-56-00
	41-441		
	13		

Tuesday May 4 1847 fine weather
 and strong N.E. trades clearing off by 10 A.M.
 at 10 A.M.

1-31-46-61-00	15-51-44
1-32-00-61-00	2-29
13-03-46-122-13	15-54-13
1-31-53-61-07	1-20
9-22	15-52-43
13-22-26	40-00-00
9-57-31	74-07-17
3-24-55	150-36
	015-40
	516-41
51-29	61-19
30-73-39	9-40-442
51-59	9-38-317
10-00-52	16-81-940
3-21	9-40-945
9-57-31	

Wednesday May 5th 1847. Brought home from Green
 strong wind from N Ely E with squalls ^{12.4} 18.00
 Ho. 6.40 10.40 new Ekro

1-29-42-59-02	16-09-04	1-21-21 59-17
1-30-06-59-06	2-29	1-21-40 59-22
1-59-48-118-08	16-11-33	2-43-01-118-39
1-29-54-59-04	1-30	1-21-30 59-19
9-30-12	16-10-03	2-06 12
13-26-14	90-00-00	13-23-36 59-31
9-48-01	73-49-57	9-49-05 17-50
3-32-23	121-39	3-34-31 73-50
53-06	017-52	1151-11
53-36	9-399-58	75-35
9-51-28	9-445-89	59-31
3-27	16-12	16-04
9-48-01	18-884-08	9-52-32
	9-442-04	3-27
	9-396-15	9-49-05
	9-442-10	
	18-877-16	
	9-438-58	

Thursday May 6th 1847 Fresh trades Shoring N.E.W.
 Old Ekro Cleared Lat 20.12

1-28-07	57-17	1-10-26-05
1-30-29	57-53	2-25
2-58-38	11-10	18-28-33
1-27-19	5-135	1-27
9-32	12	18-27-05
18-38-51	5-7-17	90-00-05
9-48-13	20-00	73-32-54
5-53-38	73-33	02-701
13-19-47	151-20	01-815
9-48-13	75-40	9-39-369
9-48-45	51-47	9-46-303
3-32	18-53	9-48-725
9-48-733	342-1	18-90-188
		18-92-510
		9-45-094
		9-48-305
		9-44-56
		3-32
		9-41-24
		13-19-47
		3-38-29

Joseph Dias jr

Friday May 7 1847 Ho. Lat 22-24 with 35-05 ^{3/4}
 fine weather steering N.W. wind from
 S.E. Ho. Paron at 10.00

1-35-56-57-44	16-42-56
1-36-22-57-48	2-40
13-12-18-115-32	16-45-36
1-36-09 57-46	1-27
9-35 57-58	16-44-09
13-26-34 22-14	73-15-51
9-42-13 73-16	033-55
3-44-21 1153-28	018-79
56-28 76-44	9-36-075
	150-744
	57-58
	18-92-53
	18-46
	9-46-026
9-45-50	
3-37	
9-42-13	

Wednesday May 12. 1847 first part fresh breeze from SSE middle part heavy squalls from SE both took in all sail. latter moderate so all sail wind from SW. ϕ Lat 30-09 North

old Chron at 10 AM. 18-02-42
 2-01-30-54-10 2-51
 2-01-42-54-14 18-05-33
 14-03-12-108-24 1-32
 2-01-36-54-12 18-04-01
 9-47 54-24 90-00 ad
 13-51 49 30-00 71-55-59
 9-28-22 71-56 062 47
 4-23-27 156-20 021 96
 65-52 78-10 9-311 89
 54-24 9-605 32
 66-22 23-46 9-001 64
 9-32-14 9-500 82
 3-52
 9-28-22

at 2-20 PM old

6-57-25-54-27 18-02-42
 6-17-49-54-22 2-51
 13-55-14-108-44 18-05-33
 6-57-37-54-24 1-32
 9-47 54-36 90-00-00
 6-47-50 30-20 71-52-55
 2-22-48 71-53 163 94
 4-25-02 11-6-49 162 08
 66 78-24 9-303 36
 54-36 9-605 59
 23-48 18-995 27
 9-497 63
 4-33-19 2-26-40
 3-52 3-52
 9-37-11 2-22-48
 66 15 1/2
 90
 66-45 1/2

new Chron

6-48-50-54-14
 6-49-26-54-07
 13-38-22-108-21
 6-49-11-54-10
 2-01 54-22
 6-51-12 30-20
 2-23-52 71-53
 4-27-20 115-6-35
 66 50 78-17
 063 94 54-22
 022 08 23-55
 9-307 65
 9-607 89 2-27-44
 119-001 56 3-52
 9-500 70 2-29-52

Thursday May 13th 1847 fresh breeze from SE Westward with frequent squalls of rain and several sails ϕ Lat 31-45 North

old Chron at 10 AM. 18-17-46
 2-34-21-54-42 2-51
 2-34-45-54-49 18-20-37
 15-09-06-119-27 1-18
 2-34-33-59-15 18-19-18
 9-50 39-57 90-00-00
 14-24-43 31-55 71-40-42
 9-56-26 71-41 064 62
 4-28-17 163-13 022 58
 67-04 81-36 9-164 60
 30 59-57 9-566 95
 17-34 21-39 188-237 5
 9-411 87
 10-00-20
 3-54
 9-56-26

new Chron

2-26-05-60-01
 2-26-27-60-06
 4-52-32-120-07
 2-16-16-60-03
 2-01 12
 14-28-17 60-15 069 62
 9-57-54 31-35 022 58
 4-30-23 71-41 9-156 83
 163-31 9-564 05
 81-45 9-564 05
 61-15 114 81 311
 21-30 9-406 55
 10-05-48
 3-54
 9-57-54 67-36

$$\begin{array}{r} 68.58 \\ 67.4 \\ \hline 1.24 \end{array}$$

$$\begin{array}{r} 31.45 \\ 33.12 \\ \hline 1.18 \end{array}$$

1101584 7.27821

Friday May 14. 1847 first part light wind
from S.W. 11 M. the light wind from the south
with lightning latter light wind from the
N.W. with a heavy rain the Lat 23:03 south
old Chron at 10 Am

2. 31:34 = 57:49	18:32:32	2. 23:08 = 58:06
2. 31:50 = 57:55	2. 56	2. 24:58 = 58:10
15:03:24 = 115:44	18:35:28	4. 46:32 = 116:16
2. 31:42 = 57:52	1-16	2. 23:16 = 58:08
9:52	18:34:12	2. 00
14:21:50	90:00:00	14:25:16
9:48:30	71:25:48	9:49:50
4:33:20	076:00	4:35:26
68:20	023:21	68:51
30	9:184:65	81:20
58:56	9:594:25	58:20
9:52:24	48:878:81	23:00
3:54	9:439:05	9:53:44
9:48:36	9:178:07	3:54
	9:591:88	9:49:50
	18:669:16	
	9:434:58	

Saturday May 15 1847 first part fresh
from the S.W. and equally middle west rain
and calm with thunder and lightning latter
light wind from the N.W. the Lat 24:12
old Chron at 10 Am

2. 34:35 = 57:17	18:46:59	new Chron
2. 34:56 = 57:21	2. 52	2. 25:51 = 57:30
5:09:31 = 114:38	18:49:51	2. 26:07 = 57:35
2. 34:45 = 57:19	1-14	
9:55	18:48:37	
19:24:50	47:11:00	
9:47	71:11:23	
	34:08	
	71:11	
	082:11	
	162:50	
	81:25	
	9:173:91	
	57:31	
	9:607:61	
	23:54	
	18:887:48	
	9:443:74	
9:50:54		
3:54		
9:47:00	2. 34:45	
	9:55	
	14:24:50	
69:27	9:47:00	
30	14:37:50	
69:57		

Sunday May 14 1844: strong wind from the South Let by a count 34.4
 Middle port calm with breeze
 Latter part fresh breeze from the North

The ship at 10:00

2.27:10 - 5.55	19 01:07	new ship
2.27:25 - 5.55	2.49	2.19:26 - 56.26
4.54:38 - 111.55	19.04:56	2.19:49 - 56.26
2.27:19.55.57	1.12	4.39:15 - 112.45
3.54 - 12	19.03:42	2.19:37 - 56.22
2.27:19 56.39	12.00.00	1.29 - 56.34
7.57 34.40	70.56.16	14.21:36 34.40
7.57 70.56	08.48.8	9.42:22 70.56
14.17:22 16.1:45	02.45	4.39:14 162.1
7.41:14 80.52	9:20.01	81.05
4.37:08 56.7	9.62:31	56.34
24.43	18.93:36	24:31
9.44.05	9.46.56	08.48.8
3.54	9.11:33	02.45
7.40:14 69:17	1.618.00	9.46.16
67.47	18.91:77	3.54
	9.45:58	9.42:22

The ship at 10:00 9.45:58

12.4.49 37.11	19.01:07
12.55.05 - 37.16	2.49
12.54.54 - 74.22	19.03:56
12.54.57 37.13	2.13
5.58	19.01:43
12.49.00 37.25	12.00.00
5.07:34 34.30	70.58.17
4.41.26 70.58	08.40.1
70.21.7	02.44.2
36 71.26	7.51:21.5
70.51 37.25	9.74:75
12.54.57 34.01	18.35:71.6
9.57	9.67:95.8
12.45.00 69.21.4	
6.07.34 70	
4.37.26 69.51.4	

there no more ten
 stood at 68
 in the water

8.11.28
 3.54
 8.07.34

shape the English ship by the side
 of the ship from the ship
 to Charleston Capt. Dula

Ship L 70:34
 my son 70.20
 14

Monday May 17. 1847 Plu Lat 34-12
strong breeze from the 1st ship heading
off a very heavy swell

new reckoning at 10 Am

2.19.55	55.18	19.14.56
2.20.16	55.22	2.45
14.40.11	11.0.40	19.17.41
2.20.05	55.20	1.11
1.58	12	19.16.30
14.22.03	55.32	9.00.00
9.36.35	34.45	70.43.30
4.45.28	70.43	0.85.21
71.22	161.00	0.25.08
	80.30	9.21.761
	55.32	0.62.541
	24.58	18.75.241
		9.47.670

9.40.28
3.53
9.36.35

2.28.26	55.03
2.28.59	55.10
14.57.25	110.13
2.28.42	55.06
1.11.12	12
14.18.40	55.18
9.35.23	34.45
4.43.17	70.43
	116.0.46
	80.23
	55.18
	25.05
0.85.21	
0.25.08	
9.22.286	9.39.16
9.62.730	3.53
16.96.05-5	9.35.23
9.48.027	70.49
	30
	71.19

Tuesday May 18 1847 fresh breeze from
the Eastward middle and latter part
calm Plu Lat 3.17 N
at 8 Am at 10 Am spoke the barge strepton lighthouse

12.42.21	32.59	19.28.25
12.42.43	33.05	2.41
25.25.04	66.04	19.31.06
12.42.32	33.00	2.18
10.05	12	19.28.48
12.32.27	33.14	9.00.00
7.46.09	35.00	70.31.12
4.46.18	70.31	0.86.24
	1138.45	0.25.11
71.34.2	69.22	9.54.902
72.04	33.14	9.77.061
7.50.00	36.08	19.42.988
3.51		9.71.494
7.46.09		

at 4 Am
71.55

19.28.25
2.41
19.31.06
1.08
19.27.57
90.00
70.30.03

New reckoning at 10 Am

2.41.19	58.46
2.41.30	58.49
9.22.43	117.35
2.41.21	58.47
1.58	12
14.43.79	58.59
7.54.49	35.15
4.48.30	70.30
	116.4.44
	82.22
	58.59
	23.23

0.87.97	9.58.40
0.25.65	3.51
9.12.331	9.54.48
9.59.866	
18.83.559	
9.41.779	

Thursday 14 day of May Ch Lat 37:24
 light wind from the S^W latter
 light wind from the East
 Lon at 4. Am was 71.55
 at 4 Pm
 old Chro

8.53:19	35:06	19:41.35
8.53:37	35:00	2:37
<u>117:46.56</u>	<u>70:06</u>	<u>19:44:12</u>
8.53:28	35:03	2:15
17:05	12	19:46:27
8.43:23	35:15	90 00 00
3.56:47	37:42	70 13:33
4.46:36	70:14	101:70
	<u>143:18</u>	026:37
71:99	71:37	9:49882
30	35:15	9:77302
<u>72:19</u>	<u>36:22</u>	<u>19:39991</u>

4-00:36 9.69995

3.49

3.56:47

old Chro at 10. Am

new Chro

2.15:48	51:37	19:41.35	2.06:49	51:49
2.16:05	51:43	2:37	2.07:07	51:54
<u>4.31:43</u>	<u>103:20</u>	<u>19:44:12</u>	<u>4.13:56</u>	<u>103:43</u>
2.15:56	51:40	1:19	2.06:58	51:51
1.00:5	12	19:42:53	1:57	12
14.05:51	51:52	90 00 00	14.08:55	52:03
9.20:11	37:16	70:17:07	9.21:11	37:16
4.45:40	70:17		4.47:44	70:17
	<u>1159:25</u>	099:18		<u>1159:36</u>
71:25	79:42	026:24	71:56	79:48
30	51:52	9:25237		52:03
<u>71:55</u>	<u>27:50</u>	<u>19:04701</u>		<u>27:45</u>

9:24:00

9.52350

3.49

9.20:11

9.66803
19:041.63
 9.52081
 63
 18

9.25:00

3.49

9.21:11

Thursday May 20. 1847 Ok Lat 37-41
 fresh breeze from NE ship heading N 71
 Middle port strong breeze from N 75
 double reefed the topsails at 9 backed ship
 to the Eastward

latter strong wind at 10 Am wore
 ship to the Westward

Lon at 4 pm 21-48

at 4 M. old Chro 19-54-27

9-03-16-33-28	2-33	
9-03-44-33-23	19-57-00	
118-07-00-66-51	2-11	
9-03-30-33-25	19-59-11	
10-07-12	90-00-00	
8-53-23	70-00-49	
4-05-50	33-37	10-2-19
4-47-33	37-47	02-6-97
	70-01	4-09-36
	1141-25	3-46
	9-51-914	4-05-50
	70-42	
	33-37	
	9-71-432	
	37-05	

at 10 Am old

2-43-09-57-10	19-54-27	new Chro
2-43-25-57-14	2-33	
15-30-34-114-24	19-57-00	2-36-06 57-20
2-43-17-57-12	1-17	2-36-19 57-23
10-07-12	19-55-43	5-12-25 114-43
14-35-10-57-24	90-00-00	2-36-12 57-21
9-50-04-37-40	70-04-17	1-57-12
4-45-06-70-04	101-51	57-33
	02-6-83	77-40
	9-11-84	70-04
	82-34	4-47-13
	57-24	1165-17
	25-10	82-38
	9-43-441	57-33
	72-23	25-05
	71-47	
	36	
	101-51	
	02-6-83	
	9-10-795	9-54-22
	9-6-2730	3-46
	18-86359	9-50-46
	9-43179	

Friday May 21-30 months out and report
 first part fresh breeze from the N.E.
 middle part the same latter part
 light wind from the Eastward ship heading
 May 21st Pk Lat. 38-26 North
 Sun at 8 AM 72-48
 Old Chron at 10 AM

2-54-22	57-17	2-06-53	New Chron
2-51-48	57-23	2-29	
15-43-10	114-40	20-09-22	2-49-08 57-38
2-51-35	57-26	1-04	2-43-30 57-43
10-16	12	20-08-18	5-26-34 115-27
14-41-25	57-32	20-00-00	2-43-19 57-40
1-51-37	38-20	69-51-42	1-56 12
4-49-48	69-52	105-45	14-45-15 57-52
72-27	165-44	027-38	9-59-31 38-20
20	82-52	9-08-40 5	4-51-44 69-52
72-57	57-32	9-63-13 3	72-5 166-04
9-55-20	25-20	18-85-82 1	83-02
3-43		9-42-91 0	57-52
9-51-37		105-45	25-10
		027-38	
	9-57-14	9-08-38 3	
	3-43	9-62-86 5	
	9-53-31	18-84-53 1	
		9-42-26 5	

Miss Georgie George

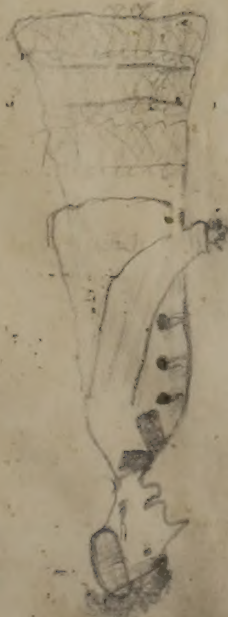
No

Mr. George W. Mearns

Sanitudo

Respectfully

Yours very truly
J. Mearns



List of Oil Stowed on board of Ship *Albatross*

147	212	152	139
145	130	132	130
220	144	141	132
135	129	156	225
258	240	133	235
299	145	148	236
129	176	216	222
205	178	160	100
205	134	160	138
210	237	235	190
186	199	185	142
130	88	220	122
142	180	230	197

165
183
152
149
242
236
227
192
200
215
284
134
132
187

175	144	148	222
28	147	227	198
28	296	487	140
130	130	251	96
128	292	189	113
105	117	244	209
224	151	191	28
130	100	137	140
28	86	28	137
142	231	231	80
188	112	228	216
132	117	147	212
190	220	144	220
190	190	200	220



100	28	192	156
85	28	220	134
185	255	225	40
104	142	140	170
130	192	180	222
242	140	174	222
98	28	128	169
216	210	154	130
161	187	146	140
139	146	139	233
124	136	200	226
141	140	150	140
223	180	143	220
160	182	136	140
184	228	205	220
228	135	193	220

166	134	148	170	143	170
225	084	178	180	195	119
220	159	159	145	180	181
166	028	158	131	193	229
081	028	152	143	141	287
078	095	180	112	171	148
096	100	161	125	130	150
160	185	184	090	105	160
170	102	038	104	105	151
235	095	143	205	140	080
233	143	100	160	152	181
160	205	151	038	098	170
152	186	129	028	083	169
104	185	130	095	152	028
		028	143		

131	197	162	175
133	178	150	144
130	178	158	148
191	157	252	151
204	140	116	142
230	122	251	220
229	161	196	200
200	192	185	168
144	225	148	158
138	228	174	245
142	180	219	217
175	180	220	157
143	225	200	149
	152	126	220

~~182~~
~~136~~
~~148~~
~~143~~
~~140~~
~~220~~
~~144~~



THE GREAT GEYSER.

EDGARTOWN, MASS.
 Gift of Everett W. Whiting
 Dec 11, 1965



PROPERTY OF

639.3

